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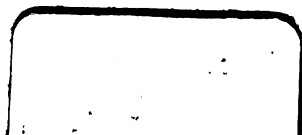
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R E P O R T S
FROM
C O M M I T T E E S:
EIGHT VOLUMES.

—(8.)—

R A I L W A Y S—*continued.*

Session
6 January — 27 August 1881.

14
3 VOL. XIV.

1881.



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RAILWAYS;
TOGETHER WITH THE
PROCEEDINGS OF THE COMMITTEE,
MINUTES OF EVIDENCE,
AND APPENDIX.

PART II.

A P P E N D I X.

*Ordered, by The House of Commons, to be Printed,
4 August 1881.*

Ordered,—[*Tuesday, 15th February 1881*]:—THAT a Select Committee be appointed to inquire into the charges of Railway Companies, and Canal Companies, and Railway and Canal Companies, for the conveyance of merchandise, minerals, agricultural produce, and parcels on Railways and Canals, into the Laws and other conditions affecting such charges, and into the working of the Railway Commission of 1873; and to report as to any amendment of the Laws and practice affecting the said charges and the powers of the said Commission that may be desirable.

Ordered,—[*Tuesday, 22nd February 1881*]:—THAT it be an Instruction to the Committee, that they do inquire into the passenger fares charged by Railway Companies, and Report thereon.

Ordered,—[*Thursday, 3rd March 1881*]:—THAT the Committee do consist of Twenty-three Members.

Committee nominated of—

Mr. Ashley.
Mr. Barclay.
Mr. Bolton.
Mr. Callan.
Lord Randolph Churchill.
Mr. Craig.
Mr. Cross.
Mr. Dillwyn.
Sir Daniel Gooch.
Mr. Gregory.
Mr. Lowther.
Mr. Monk.

Mr. Samuel Morley.
Mr. Mulholland.
Mr. William N. Nicholson.
Mr. O'Sullivan.
Mr. Richard Paget.
Mr. Joseph Pease.
Mr. Pell.
Mr. Samuelson.
Mr. Slater-Booth.
Sir Henry Tyler.
Sir Edward Watkin.

THAT the Committee have power to send for Persons, Papers, and Records.

THAT Seven be the Quorum.

Ordered,—[*Monday, 14th March 1881*]:—THAT the Committee do consist of Twenty-seven Members.

THAT Mr. Barnes, Mr. Caine, Sir Baldwyn Leighton, and Mr. Phipps be added to the Committee.

Ordered,—[*Tuesday, 15th March 1881*]:—THAT the Return of the Maximum Rates of Charges which the Railway Companies of the United Kingdom are authorised to make for the Conveyance of Passengers, Animals, Goods, &c., on Railways, be referred to the Committee.

Ordered,—[*Monday, 4th April 1881*]:—THAT the Petitions for repeal of the Railway Passenger Duty from London Branch of the Bookbinders' and Machine Rulers' Consolidated Union, and Rochdale Equitable Pioneers' Society, be referred to the Committee.

Ordered,—[*Wednesday, 27th April 1881*]:—THAT the Petition from Petworth, for inquiry into fares, rates, and charges, on the London, Brighton, and South Coast Railway, be referred to the Committee.

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A P P E N D I X.

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MEMORIALS and REPRESENTATIONS relating to RAILWAY CHARGES, and the Action of the RAILWAY COMMISSION, which have been addressed to the Board of Trade since 1st January 1874.

| Date and Registered Number of Paper. | | |
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| 1874 : April and May (2560.) | - | Correspondence between the Railway Commissioners, the Board of Trade, and some of the principal Railway Companies, on subject of the representation of Commissioners that certain Railway Companies had not complied with Section 14 of the Regulation of Railways Act, 1873, as to the publication of rates. |
| 30th October | - | Railway Companies Association.—Copy of a memorial to the then Prime Minister protesting against the Railway Commissioners being authorised by Act of Parliament to interfere with the rates and charges of Railway Companies. |
| 1875 : January | - | Rev. J. Hacon.—Complaining of the heavy charges made by the Whitehaven, Cleator, and Egremont Railway Company, for carriage of a parcel (London to Cockermouth, 2s. 7d.; Cockermouth to Wright Green Station, seven miles, extra charge of 1s.) |
| February | - | Address of Associated Railway Companies to President of the Board of Trade in opposition to proposal to give power to the Railway Commissioners to determine the amount of all "Through Rates," without any regard to the rates fixed in the Railway Acts. |
| 3rd March (1742.) | - | J. Hodges.—Complaining that the South Western Railway Company charge separately for various packages consigned to Company for conveyance as a whole. The Board of Trade suggested to complainant that possibly the Select Committee appointed to inquire into the working of the "Carriers Act," would deal with the question of "packed parcels." |
| 9th March (1886.) | - | Mr. Maggs.—Complaining that the Great Western and South Western Railway Companies, whose lines run through the town of Yeovil, have combined to raise their rates for goods 25 per cent., and asking for intervention of the Board of Trade. |
| 29th June (4837.) | - | Associated Chambers of Commerce.—Calling attention to unfair and disproportionate rates charged by Railway Companies, and urging that individual traders and private firms should be permitted to lay their complaints before the Railway Commissioners on giving proper security for costs. |
| 1876 : 22nd April (3557.) | - | Article in the "Economist."—"Does the goods traffic of Railways pay?" |
| 1877 : 1st March | - | Liverpool Chamber of Commerce.—Memorial in favour of extended powers being conferred upon the Railway Commissioners, with special reference to diversion of trade from the port of Liverpool, through the action of the Railway Companies. |
| 15th March (2543.) | - | C. M. Norwood, Esq., M.P.—Memorial from the Hull Chamber of Commerce praying for extension of the powers of the Railway Commissioners, especially with reference to the carriage of goods and their classification and rate of charges. |
| 29th March (3078.) | - | The Merchant Company, Edinburgh.—Have resolved to co-operate with other public bodies with the view of having Edinburgh and Glasgow placed on an equality as regards railway facilities. |

| Date and Registered Number of Paper. | |
|---|---|
| 1877: | |
| 13th April - - (3497.) | C. M. Norwood, Esq., M.P.—Memorial of the Corporation of Hull, praying that the powers of the Railway Commissioners may be extended. |
| 14th July - - (5863.) | Mr. S. Carter.—Pamphlet, entitled "Railway Debentures and the Railway Commissioners"; "Statement for the Consideration of Holders of Debentures or Debenture Stock and Railway Shares." |
| 1878: | |
| 27th March - - (3166.) | S. C. Ross.—Inquiring as to power of Railway Companies to charge special rates for perishable articles conveyed by passenger trains. |
| April - - (3258.) | Association of Chambers of Commerce.—Suggestions for amendment of the Regulation of Railways Act, 1873, left by deputation. |
| April - - (3270) | Hon. Evelyn Ashley and others (Deputation to Board of Trade).—Suggestions in favour of continuance and extension of powers of the Railway Commissioners. |
| 9th April - - (3496.) | Association of Chambers of Commerce of the United Kingdom.—Memorandum of points raised by deputation with reference to the continuance and extension of the powers of the Railway Commissioners. |
| 17th April - - (3847.) | O'Shaughnessy, Sons, & Co.—Complaining of excessive charge for carriage of goods between Limerick Junction and Kilfuiane. |
| 24th May - - (4664.) | J. Gregory.—Complaining on behalf of the inhabitants of South Shore, near Blackpool, of overcharges made by the Preston and Wyre Railway Company for conveyance of parcels addressed to South Shore. |
| 29th August - - (6988.) | J. Clare.—Calling attention to the rates charged by Railway Companies for the carriage of goods, as being in excess of those authorised by the Companies' Special Acts, and suggesting an extension of the powers granted to the Railway Commissioners. |
| 11th October - - (8167.) | H. Jones.—Complaining of the refusal of the Great Eastern Railway Company to receive certain kinds of goods at the Colchester North Station. |
| December - - | Associated Chambers of Commerce of the United Kingdom.—Memorandum of recommendations submitted to Board of Trade with reference to renewal and increase of powers of the Railway Commissioners. |
| 1879: | |
| 1st January - - (398.) | John Clare.—Observations as to excessive rates charged by Railway Companies with reference to increase of rates proposed by the North Staffordshire Railway Company's Bill, and suggesting extension of powers of the Railway Commissioners. |
| 4th March - - (2838.) | Widnes Chemical Manufacturers.—Memorials with reference to increase of rates, &c., proposed by certain Railway Bills, suggesting classification of chemicals for purpose of fixing the tolls, &c., and in favour of the continuance and extension of powers of the Railway Commissioners. |
| March - - (3295.) | Association of Municipal Corporations of England and Wales.—Memorial asking for introduction of a Bill to extend and perpetuate the provisions of the Regulation of Railways Act, 1873. |
| 20th March - - (3419.) | Incorporated Chamber of Commerce, Liverpool.—Memorial and suggestions in favour of the re-enactment of the Regulation of Railways Act, 1873, and as to carrying out the recommendations of the Committee on Railway Amalgamation. |
| 26th March - - (3666.) | C. M. Norwood, Esq.—Memorial from Hull Chamber of Commerce in favour of the extension of the powers of the Railway Commissioners. |
| 18th April - - (4371.) | Scarborough Town Clerk.—Memorial in favour of extending and perpetuating the provisions of the Regulation of Railways Act, 1873, giving powers to the Railway Commissioners. |
| 10th April - - (4435.) | Dewsbury Chamber of Commerce.—In favour of a Bill to continue the Railway Commissioners. |
| 22nd April - - (4436.) | Wolverhampton Chamber of Commerce.—Memorial in favour of adoption of suggestions set out in Memorial from the Liverpool Incorporated Chamber of Commerce, dated 20th March 1879. |

| Date and Registered Number of Paper. | | |
|--------------------------------------|---|--|
| 1879 : | | |
| May - (4979.) | - | Warrington Chamber of Commerce.—Resolution in favour of the continuance of the Railway Commission, and as to the liability of employers for accidents to their workmen, &c. |
| 10th June (5680.) | - | C. M. Norwood, Esq., M.P.—Memorial of Mayor and Corporation of Hull in favour of continuance and extension of powers of the Railway Commissioners. |
| 12th July (6549.) | - | Home Office.—Copies of Petitions from the Mining Association of Great Britain, and from the South Lancashire and Cheshire Coal Association, for continuance of, and extension of powers of the Railway Commissioners. |
| 18th July (6761.) | - | Extract from the "Times" relative to a Debate in the House of Lords on the question raised by the Marquis of Huntley as to the preferential rates charged by Railway Companies in favour of American agricultural produce. |
| 29th July (7035.) | - | Newcastle and Gateshead Chamber of Commerce : Memorial in favour of re-appointment of Railway Commissioners, with increased powers. |
| 8th August (7232.) | - | Leominster Town Clerk.—Minute of the Council of the Borough of Leominster calling attention of Board of Trade to the charges made by the London and North Western Railway Company. |
| 10th September (8167.) | - | Goddard and Wells.—Complaining of high charge made by the Great Western Railway Company for the carriage of English grain as compared with Foreign grown grain. |
| 6th December | - | O'Shaughnessy, Sons, & Co.—Complaining of excessive charges for conveyance of certain goods on the Great Southern and Western of Ireland Railway. |
| 1880 : | | |
| 17th February (1872.) | - | R. Mutford.—Urging that power should be given to Railway Commissioners to order land to be acquired by a Railway Company where it has been proved that a railway station should be erected. |
| 8th June (4937.) | - | Association of Chambers of Commerce of the United Kingdom.—Memorial in favour of carrying out the recommendations of the Select Committee on Railway Amalgamation of 1872, to confer further powers on the Railway Commissioners, and to give the Incorporated Chambers of Commerce a <i>locus standi</i> before the Railway Commissioners. |
| 14th July (6059.) | - | S. Morley, Esq., M.P.—Memorial of Bristol Chamber of Commerce, complaining of excessive rates and fares charged, and the invidious restrictions placed on third-class accommodation by the Great Western Railway Company, affecting the inhabitants of the City of Bristol and surrounding districts, as compared with other localities served by the Great Western Railway Company. (Tabulated Statements annexed.) |
| 21st August (7335.) | - | J. W. Gray.—Enclosing print of letter addressed to the Great Western Railway Company, with reference to the terms and regulations under which goods and merchandise are carried by Railway Companies and other common carriers. |
| 12th October (8753.) | - | Warrington Chamber of Commerce.—Memorial in favour of making the Railway Commissioners Court permanent, with extended powers with reference to unreasonable rates, classification of goods, revision and publication of rates, &c., and to give to Chambers of Commerce the privilege of appearing before the Commissioners. |
| 15th October (8777.) | - | Kidderminster Chamber of Commerce : Memorial in same terms as above. |
| October (8798.) | - | Leeds Incorporated Chamber of Commerce : Memorial in same terms as above. |
| 18th October (8868.) | - | Belfast Chamber of Commerce : Memorial in same terms as above. |

| Date and Registered Number of Paper. | | |
|---|---|---|
| 1880: | | |
| — (8869.) | | Heckmondwike Chamber of Commerce : Memorial in same terms as above. |
| 21st October - (8979.) | - | Nottingham Chamber of Commerce : Memorial in same terms as above. |
| 23rd October - (9061.) | - | Birmingham Chamber of Commerce : Memorial in same terms as above. |
| 29th October - (9187.) | - | Huddersfield Incorporated Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 1st November (9273) | - | Worcester Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 2nd November (9345.) | - | Dewsbury Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 1st November (9346.) | - | North Staffordshire Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 3rd November (9347.) | - | Sunderland Incorporated Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 4th November (9383.) | - | Coventry Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 4th November (9384.) | - | Bradford Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| — (9420.) | | Northampton and Northamptonshire Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 6th November (9445.) | - | Hull Incorporated Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 6th November (9446.) | - | Wolverhampton Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 8th November (9473.) | - | Sheffield Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 10th November (9509.) | - | Dublin Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 12th November (9570.) | - | Gloucester Incorporated Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| — (9571.) | | Batley Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 11th November (9572.) | - | Port of Falmouth Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 13th November (9614.) | - | Derby Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| — (9615.) | | Greenock Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| — (9630.) | | Middlesborough Incorporated Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 8th November (9650.) | - | Morley Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 15th November (9672.) | - | Cleckheaton Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 20th November (9808.) | - | Portsmouth Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |
| 1st December - (10,379.) | - | The Holloware and General Ironfounders Association : Memorial in same terms as (R. 8753—1880). |
| 29th December (11,118.) | - | South Scotland Chamber of Commerce : Memorial in same terms as (R. 8753—1880). |

| Date and Registered Number of Paper. | | |
|---|-----|--|
| 1881 : | | |
| 25th February (2500.) | - | Sharpe & Co.—Enquiring whether the law relating to the Railway Commissioners is under consideration, and whether any suggestions made by the Mining Association would be considered. |
| 28th February (2604.) | - | Rev. H. J. Ellison.—On behalf of the Church of England Temperance Society, calling attention to the difficulty of obtaining non-intoxicating refreshments at railway stations, and advocating the enlargement of the powers of the Railway Commissioners by giving them some kind of supervision over Railway Refreshment Rooms. |
| — (2744.) | | Memorials from residents, &c. in and near Tonbridge, the Sevenoaks Local Board, and Canterbury Town Council, praying that further powers may not be granted to the South Eastern Railway Company until their present rates and fares have been revised. |
| 5th March (2828.) | - - | T. Judge.—Complaining of charge made by the London and North Western Railway Company for conveyance of stone from Banbury for the use of the Brackley Highway Board. |
| March (2847.) | - - | Memorials addressed to the Prime Minister from wholesale potatoe merchants at Bradford, from residents of Bradford and Finsbury, from West Riding traders and season ticket-holders and others, praying for reforms in railway working with reference to uniformity of rates, joint use of railway stations, rates for season tickets, &c. |
| — | | Complaints of the Neston Colliery Company and the Liverpool Chamber of Commerce of refusal of the London and North Western and the Great Western Railway Companies to carry coal on the Birkenhead, and suggesting legislation to remedy matters complained of. |

Board of Trade,
17th March 1881. }

Henry G. Calcraft.

Appendix, No. 2.

PAPER handed in by Professor *Hunter*, 17 March 1881.

TABLE showing the CLASSIFICATION and CHARGE for GOODS.

| | GREAT WESTERN RAILWAY. | LONDON AND NORTH WESTERN RAILWAY. | GREAT EASTERN RAILWAY. | GREAT NORTHERN RAILWAY. | |
|--|--|---|---|---|----|
| DUNG, COMPOST, and all sorts of MANURES | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | - - $1\frac{1}{2}d.$ - - | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | 1 |
| GUANO and GROUND BONES, or COPROLITES | - ditto - - - | - ditto - - - | - - $2d.$ - - | - ditto - - - | 2 |
| SUGAR, GRAIN, FLOUR | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | - - $2\frac{1}{2}d.$ - - (Corn, grain, over 45 miles, $2d.$) | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | 3 |
| BACON, HOPS | - - - - - | - - - - - | - - $2\frac{1}{2}d.$ - - | - - - - - | 4 |
| POTATOES, OILCAKE in Bags | - - - - - | - - - - - | - - $2\frac{1}{2}d.$ - - | - - - - - | 5 |
| MALT, MEAL, SEEDS, FLAX | - - - - - | - - - - - | - - $2\frac{1}{2}d.$ - - (Omits Meal.) | - - - - - | 6 |
| OILCAKE, loose | - - - - - | - - - - - | - - $2\frac{1}{2}d.$ - - | - - - - - | 7 |
| BUTTER, in Casks | - - - - - | - - - - - | - - $2\frac{1}{2}d.$ - - | - - - - - | 8 |
| EGGS, CIDER | - - - - - | - - - - - | - - - - - | - - - - - | 9 |
| MEAT, POULTRY, Live or Dead | - - - - - | - - - - - | - - - - - | - - - - - | 10 |
| FRUIT | - - - - - | - - - - - | - - - - - | - - - - - | 11 |
| HAY | - - - - - | - - - - - | - - $4d.$ - - | - - - - - | 12 |
| STRAW | - - - - - | - - - - - | - - $4d.$ - - | - - - - - | 13 |
| CHEESE | - - - - - | - - - - - | - - $2\frac{1}{2}d.$ - - | - - - - - | 14 |
| APPLES, PEARS, ONIONS | - - - - - | - - - - - | - - - - - | - - - - - | 15 |
| COAL, COKE, CULM, CANNEL, CINDERS | Above 50 miles - $\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | Above 50 miles - $\frac{3}{4}d.$ Below - - $1\frac{1}{2}d.$ | Coal - - $1\frac{1}{2}d.$ Others - - $1\frac{1}{2}d.$ | Above 24 miles, $\frac{3}{4}d.$ Below - - $1d.$ | 16 |
| CHARCOAL | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | - - $1\frac{1}{2}d.$ - - | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | 17 |
| COTTON and OTHER WOOLS, and MANUFACTURED GOODS, DRUGS. | Above 50 miles, $2\frac{1}{2}d.$ Below - - $3d.$ | Above 50 miles, $2\frac{1}{2}d.$ Below - - $3d.$ (Omits Drugs.) | - - $2\frac{1}{2}d.$ - - (Omits Drugs.) | Above 50 miles, $2\frac{1}{2}d.$ Below - - $3d.$ (Omits Drugs.) | 18 |
| FISH, FEATHERS, CANES, COCHINEAL, FURNI- TURE, MATS, TOYS, SHOES, and all other articles in Miscellaneous Class. | - - - - - | Above 50 miles, $3d.$ Below - - $3\frac{1}{2}d.$ | - - $4d.$ - - | Above 50 miles, $3d.$ Below - - $3\frac{1}{2}d.$ | 19 |
| IRONSTONE, IRON ORE, PIG IRON, BAR IRON, ROD IRON, HOOP IRON, and SHEET IRON, and all other similar description of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise. | - - - - - | - - - - - | - - - - - | - - - - - | 20 |
| IRONSTONE, IRON ORE, PIG, BAR, ROD, SHEET, HOOP IRON, PLATES of IRON, SLABS, BILLETS, and ROLLED IRON. | Above 50 miles - $\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | - - - - - | - - - - - | - - - - - | 21 |
| WROUGHT IRON, not otherwise specifically classified, HEAVY IRON CASTINGS, and RAILWAY CHAIRS. | Above 50 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | - - - - - | - - - - - | - - - - - | 22 |
| LIGHT IRON CASTINGS | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | - - - - - | - - - - - | - - - - - | 23 |
| IRON ORE and IRONSTONE | - - - - - | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | - - $1\frac{1}{2}d.$ - - | Above 15 miles, $1\frac{1}{2}d.$ Below - - $1\frac{1}{2}d.$ | 24 |
| IRON NOT DAMAGEABLE | - - - - - | Above 50 miles, $1d.$ Below - - $1\frac{1}{2}d.$ | - - $1\frac{1}{2}d.$ - - | - - $1\frac{1}{2}d.$ - - | 25 |
| DAMAGEABLE IRON, SHEET IRON, HOOP IRON, and all other similar descriptions of Wrought Iron. | - - - - - | Above 50 miles, $1\frac{1}{2}d.$ Below - - $2d.$ | - - $2d.$ - - | - - $1\frac{1}{2}d.$ - - | 26 |
| NAILS, ANVILS, VICES, CHAINS, METALS (not Iron) | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | - - $2\frac{1}{2}d.$ - - | Above 50 miles, $2d.$ Below - - $2\frac{1}{2}d.$ | 27 |

Appendix, No. 2.

PAPER handed in by Professor *Hunter*, 17 March 1881.

TABLE showing the CLASSIFICATION and CHARGE for GOODS.

| | MIDLAND RAILWAY. | LONDON, CHATHAM, AND DOVER RAILWAY. | CALEDONIAN RAILWAY. | NORTH BRITISH RAILWAY. | MANCHESTER, SHEFFIELD AND LINCOLNSHIRE RAILWAY. | NORTH EASTERN RAILWAY. | LONDON, BRIGHTON, AND SOUTH COAST RAILWAY. |
|----|------------------|---|---|--|--|--|---|
| 1 | - 1 d. (toll) - | - 1½ d. - | - 1½ d. - | Under 12 miles, 2 d. For each mile beyond - 1½ d. | - 1½ d. - | Above 20 miles, 1 d. Under - 1½ d. | - - 1½ d |
| 2 | - ditto - | - 1½ d. - | - 2½ d. - Guano and artificial manure only. | - ditto - | - 1½ d. - | Above 20 miles, 3 d. Below - 3½ d. (Guano and artificial manure.) | - |
| 3 | - 3 d. (toll) - | - 3 d. - | - 3½ d. to 1 d. - (Not Sugar.) (Distance scale.) | - 3 d. - | - 2½ d. - | Above 20 miles, 2 d. Under - 2½ d. | - - 1½ d. |
| 4 | - - - | - - - | - - - | - - - | - - - | - - - | - - 2 d. |
| 5 | - - - | - - - | - 3½ d. to 1 d. - Includes carrots and omits oilcake. | - - - | - - - | - - - | - - 1½ d. |
| 6 | - - - | - - - | - 3½ d. to 1 d. - (Distance scale.) | - - - | - - - | - - - | - - 2 d. Flax, 3 d. |
| 7 | - - - | - - - | - - - | - - - | - - - | - - - | - - 3 d. |
| 8 | - - - | - - - | - - - | - - - | - - - | - - - | - - 2½ d. Fresh butter, 4 d. |
| 9 | - - - | - - - | - - - | - - - | - - - | - - - | - - 2 d. |
| 10 | - - - | - - - | - - - | - - - | - - - | - - - | - - 4 d. |
| 11 | - - - | - - - | - - - | - - - | - - - | - - - | Dry, 3 d. Fresh, 4 d. |
| 12 | - - - | - - - | - - - | - - - | - - - | - - - | - - 3 d. |
| 13 | - - - | - - - | - - - | - - - | - - - | - - - | - - - |
| 14 | - - - | - - - | - - - | - - - | - - - | - - - | - - - |
| 15 | - - - | - - - | - 3½ d. to 1 d. - (Distance scale.) | - - - | - - - | - - - | - - - |
| 16 | - 1½ d. (toll) - | - 2 d. - | - 2½ d. to 3 d. - (Distance scale.) | Above 12 miles, 1½ d. Below - 2½ d. (Under 4 tons, 3 d.) | Above 50 miles, 3 d. Under - 1½ d. | - 1 d. to 1½ d. - (Distance scale.) | - - 1½ d. |
| 17 | - ditto - | - 3 d. - | - ditto - | - ditto - | - 1½ d. - | - - - | - - 3 d. |
| 18 | - 3 d. (toll) - | - 4 d. - | - And sugar, 2½ d. - Manufactured goods, 4 d. | - 4 d. - | - 3 d. - | Above 20 miles, 3 d. Below - 3½ d. | Wool, 3 d. Drugs, 4 d. |
| 19 | - - - | - - - | - - - | - - - | - 4 d. - | - - - | - - - |
| 20 | - 1½ d. (toll) - | - 3 d. - | - 3½ d. to 3 d. - (Distance scale.) | Above 12 miles, 1½ d. Below - 2½ d. (Under 4 tons, 3 d.) | - 1½ d. - | Above 20 miles, 1 d. Below - 2 d. | - |
| 21 | - - - | - - - | - - - | - - - | - - - | - - - | - - - |
| 22 | - - - | - - - | - - - | - - - | - - - | - - - | - - - |
| 23 | - - - | - - - | - - - | - - - | - - - | - - - | - - - |
| 24 | - - - | - - - | - - - | - - - | - - - | - - - | - - 1½ d. |
| 25 | - - - | - - - | - - - | - - - | - - - | - - - | Hoop, &c. iron, 2 d. |
| 26 | - - - | - - - | - - - | - - - | - - - | - - - | - - 3 d. |
| 27 | - 2 d. (toll) - | - 3 d. - | - 2½ d. - | - 3 d. - | - 2½ d. - | Above 20 miles, 2 d. Below - 2½ d. | - - 2 d. |

LONDON AND SOUTH WESTERN RAILWAY.

GUANO and PACKED MANURE.

| From PETERSFIELD To | Charge for Manure and Guano per Ton. | | Maximum Rate. | | Excess. | From PETERSFIELD To | Charge for Manure and Guano per Ton. | | Maximum Rate. | | Excess. |
|------------------------|---|----|------------------|-----|---------|------------------------|---|----|------------------|-----|---------|
| | s. | d. | s. | d. | | | s. | d. | s. | d. | |
| Nine Elms - - - | 12 | 6 | 9 | - | 3 6 | Winchester - - - | 10 | - | 6 | 4½ | 3 7½ |
| Wimbledon - - - | 13 | 4 | 8 | 2 | 5 2 | Bishopstoke - - - | 9 | 2 | 5 | 2½ | 3 11½ |
| Woking - - - - | 10 | - | 5 | 4 | 4 8 | Fareham - - - - | 6 | 8 | 3 | 4 | 3 4 |
| Guildford - - - | 9 | 2 | 4 | 4 | 4 10 | Porchester - - - | 6 | 8 | 2 | 10½ | 3 9½ |
| Witley - - - - | 6 | 8 | 3 | - | 3 8 | Cosham - - - - | 6 | 8 | 2 | 0½ | 4 1½ |
| Hazlemere - - - | 5 | 10 | 2 | - | 3 10 | Portsmouth - - - | 7 | 6 | 3 | - | 4 6 |
| Liphook - - - - | 5 | - | 1 | 6 | 3 6 | Chandler's Ford - | 9 | 2 | 5 | 6½ | 3 7½ |
| Liss - - - - - | 4 | 2 | 1 | - | 3 2 | Downton - - - - | 15 | 10 | 10 | 3 | 5 7 |
| Rogate - - - - | 5 | - | 1 | - | 4 - | Salisbury - - - - | 16 | 8 | 8 | 11 | 7 9 |
| Elsted - - - - | 5 | - | 1 | 2 | 3 10 | Windsor - - - - | 13 | 4 | 8 | 7 | 4 9 |
| Midhurst - - - | 5 | 10 | 1 | 8 | 4 2 | Reading - - - - | 15 | - | 10 | 5 | 4 7 |
| Rowlands - - - | 5 | - | 1 | 6 | 3 6 | Gosport - - - - | 7 | 6 | 4 | 2 | 3 4 |
| Havant - - - - | 5 | 10 | 1 | 10½ | 3 11½ | Andover - - - - | 15 | - | 9 | 5 | 5 7 |
| Aldershot - - - | 11 | 8 | 6 | 10 | 4 10 | Milford - - - - | 7 | 6 | 3 | 3 | 4 3 |
| Farnham - - - - | 9 | 2 | 6 | - | 3 2 | Southampton - - | 10 | - | 6 | 2 | 3 10 |
| Alton - - - - - | 10 | 10 | 7 | 7½ | 3 2½ | Bishops Waltham - | 10 | - | 6 | - | 4 - |
| Ropley - - - - | 12 | 6 | 8 | 8½ | 3 9½ | Mottisfont - - - | 18 | 4 | 8 | 2 | 10 2 |
| Alresford - - - | 13 | 4 | 7 | 9 | 5 7 | Exeter - - - - | 40 | - | 24 | - | 16 - |
| Basingstoke - - | 13 | 4 | 9 | - | 4 4 | | | | | | |

GRAIN, OILCAKE (Loose or in Bags), BEER (Bottled or in Cask), MALT, TURNIPS,
POTATOES (Old or New).

| From PETERSFIELD To | Actual Charge in 1st Class. | | Actual Charge in 2nd Class. | | Maximum Rate. | Excess in 1st Class. | | Excess in 2nd Class. | |
|------------------------|--------------------------------|----|--------------------------------|----|------------------|-------------------------|----|-------------------------|----|
| | s. | d. | s. | d. | | s. | d. | s. | d. |
| Guildford - - - | 9 | 2 | 10 | 10 | 6 5½ | 2 | 8½ | 4 | 4½ |
| Witley - - - - | 6 | 8 | 7 | 6 | 4 6 | 2 | 2 | 3 | - |
| Haslemere - - - | 5 | 10 | 7 | 6 | 3 - | 2 | 10 | 4 | 0 |
| Liphook - - - - | 5 | - | 6 | 8 | 2 2 | 2 | 10 | 4 | 6 |
| Liss - - - - - | 4 | 2 | 5 | - | 1 6 | 2 | 8 | 3 | 6 |
| Rogate - - - - | 5 | - | 5 | 10 | 1 6 | 3 | 6 | 4 | 4 |
| Elsted - - - - | 5 | - | 5 | 10 | 1 7 | 3 | 5 | 4 | 3 |
| Midhurst - - - | 5 | 10 | 6 | 8 | 2 4 | 3 | 6 | 4 | 4 |
| Rowlands - - - | 5 | - | 5 | 10 | 2 3 | 2 | 9 | 3 | 7 |
| Havant - - - - | 5 | 10 | 6 | 8 | 2 10 | 3 | - | 3 | 10 |
| Porchester - - - | 6 | 8 | 9 | 2 | 4 4 | 2 | 4 | 4 | 10 |
| Cosham - - - - | 6 | 8 | 9 | 2 | 3 10 | 2 | 10 | 5 | 4 |
| Portsmouth - - | 7 | 6 | 10 | - | 4 7 | 2 | 11 | 5 | 5 |
| Salisbury - - - | 16 | 8 | 20 | - | 13 4 | 3 | 4 | 6 | 8 |
| Lymington - - - | 16 | 8 | 17 | 6 | 14 1 | 2 | 7 | 3 | 5 |
| Mottisfont - - - | 18 | 4 | 21 | 8 | 12 3 | 6 | 1 | 9 | 5 |
| Exeter - - - - | 40 | - | 45 | - | 35 10 | 4 | 2 | 9 | 2 |

LONDON AND SOUTH WESTERN RAILWAY—continued.

HOPS.

| From NINE ELMS | | | | From PETERSFIELD | | | |
|--------------------|---------------|---------|-------|------------------------|---------------|---------|------|
| To | | | | To | | | |
| Actual Charge. | Maximum Rate. | Excess. | | Actual Charge. | Maximum Rate. | Excess. | |
| s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | |
| Exeter - - - | 55 - | 43 6 | 11 6 | Redbridge - - - | 20 - | 10 - | 10 - |
| Weymouth - - - | 45 - | 35 6 | 9 6 | Aldershot - - - | 20 - | 10 3 | 9 9 |
| Salisbury - - - | 35 - | 21 - | 14 - | Basingstoke - - - | 20 - | 13 6 | 6 6 |
| Portsmouth - - - | 30 10 | 18 8 | 12 2 | Nine Elms - - - | 19 2 | 13 6 | 5 8 |
| Basingstoke - - - | 25 - | 11 9 | 11 9 | Wimbledon - - - | 19 2 | 12 3 | 6 11 |
| Southampton - - - | 25 - | 19 8 | 5 4 | Winchester - - - | 19 2 | 9 7 | 9 7 |
| Windsor - - - | 19 2 | 5 1 | *9 11 | Southampton - - - | 19 2 | 9 4 | 9 10 |
| Reading - - - | 15 10 | 9 - | 6 10 | Romsey - - - | 19 2 | 9 6 | 9 8 |
| Bagshot - - - | 15 - | 8 - | 7 - | Medstead - - - | 18 4 | 12 6 | 5 10 |
| Richmond - - - | 11 8 | 2 1 | *5 5 | Bishops Waltham - - - | 17 6 | 7 6 | 10 - |
| Guildford - - - | 11 8 | 7 3 | 4 5 | Bishopstoke - - - | 17 6 | 7 10 | 9 8 |
| Woking - - - | 10 10 | 5 9 | 5 1 | Chandler's Ford - - - | 17 6 | 8 4 | 9 2 |
| Surbiton - - - | 8 4 | 2 9 | 5 7 | Woking - - - | 15 10 | 8 - | 7 10 |
| From PETERSFIELD | | | | Guildford - - - | 15 - | 6 6 | 8 6 |
| To | | | | Gosport - - - | 15 - | 6 4 | 8 8 |
| Exeter - - - | 60 - | 36 - | 24 - | Farnham - - - | 15 - | 9 - | 6 - |
| Downton - - - | 31 8 | 15 4 | 16 4 | Fareham - - - | 13 4 | 5 - | 8 4 |
| Christchurch - - - | 30 10 | 17 6 | 13 4 | Portchester - - - | 13 4 | 4 4 | 9 - |
| Salisbury - - - | 28 4 | 13 4 | 15 - | Portsmouth - - - | 13 4 | 4 7 | 8 9 |
| Hamworthy - - - | 28 4 | 20 4 | 8 - | Cosham - - - | 12 6 | 3 10 | 8 8 |
| Mottisfont - - - | 27 6 | 12 3 | 15 3 | Milford - - - | 12 6 | 5 - | 7 6 |
| Grateley - - - | 27 6 | 15 10 | 11 8 | Witley - - - | 11 8 | 4 6 | 7 2 |
| Andover - - - | 26 8 | 14 4 | 12 4 | Haslemere - - - | 10 10 | 3 - | 7 10 |
| Reading - - - | 25 - | 15 7 | 9 5 | Midhurst - - - | 10 - | 2 6 | 7 6 |
| Lymington - - - | 25 - | 14 2 | 10 10 | Havant - - - | 10 - | 2 10 | 7 2 |
| Whitchurch - - - | 24 2 | 16 3 | 7 11 | Rowland's Castle - - - | 9 2 | 2 2 | 7 - |
| Woolston - - - | 21 8 | 10 4 | 11 4 | Liphook - - - | 9 2 | 2 3 | 6 11 |
| Alresford - - - | 21 8 | 11 7 | 10 1 | Rogate - - - | 9 2 | 1 6 | 7 8 |
| | | | | Elsted - - - | 9 2 | 1 9 | 7 5 |
| | | | | Liss - - - | 8 4 | 1 6 | 6 10 |

* Deducting 4s. 2d. for collection and delivery.

DEAD MEAT, POULTRY, &c.

| From NINE ELMS | | | | From PETERSFIELD | | | |
|-----------------------|---------------|---------|------|------------------------|---------------|---------|------|
| To | | | | To | | | |
| Actual Charge. | Maximum Rate. | Excess. | | Actual Charge. | Maximum Rate. | Excess. | |
| s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | |
| Basingstoke - - - | 25 - | 19 7 | 5 5 | Bishops Waltham - - - | 17 6 | 12 5 | 5 1 |
| Windsor - - - | 19 2 | 8 6 | *6 6 | Gosport - - - | 15 - | 10 6 | 4 6 |
| Richmond - - - | 11 8 | 3 8 | 3 10 | Guildford - - - | 15 - | 10 10 | 4 2 |
| Surbiton - - - | 8 4 | 4 7 | 3 9 | Fareham - - - | 13 4 | 8 5 | 4 11 |
| From PETERSFIELD | | | | Portchester - - - | 13 4 | 7 2 | 6 2 |
| To | | | | Portsmouth - - - | 13 4 | 7 7 | 5 9 |
| Downton - - - | 31 8 | 25 7 | 6 1 | Cosham - - - | 12 6 | 6 4 | 6 2 |
| Salisbury - - - | 28 4 | 23 1 | 5 3 | Milford - - - | 12 6 | 8 3 | 4 3 |
| Mottisfont - - - | 27 6 | 20 5 | 7 1 | Witley - - - | 11 8 | 7 6 | 4 2 |
| Romsey - - - | 19 2 | 15 11 | 3 3 | Haslemere - - - | 10 10 | 5 - | 5 10 |
| Southampton - - - | 19 2 | 15 6 | 3 8 | Midhurst - - - | 10 - | 4 2 | 5 10 |
| Winchester - - - | 19 2 | 15 11 | 3 3 | Havant - - - | 10 - | 4 8 | 5 4 |
| Bishopstoke - - - | 17 6 | 13 - | 4 6 | Rowland's Castle - - - | 9 2 | 3 8 | 5 6 |
| Chandler's Ford - - - | 17 6 | 13 10 | 3 8 | Liphook - - - | 9 2 | 3 9 | 5 5 |
| | | | | Rogate - - - | 9 2 | 2 6 | 6 8 |
| | | | | Elsted - - - | 9 2 | 2 11 | 6 3 |
| | | | | Liss - - - | 8 4 | 2 6 | 5 10 |

* Deducting 4s. 2d. for collection and delivery.

LONDON AND SOUTH WESTERN RAILWAY—*continued.*

FURNITURE, &c. (5th Class).

| From NINE ELMS | | | Actual Charge. | Maximum Rate. | Excess. | From PETERSFIELD | | | Actual Charge. | Maximum Rate. | Excess. |
|------------------|---|---|----------------|---------------|---------|------------------|---|---|----------------|---------------|---------|
| To | | | s. d. | s. d. | s. d. | To | | | s. d. | s. d. | s. d. |
| Weymouth | - | - | 70 - | 58 11 | 11 1 | Bishops Waltham | - | - | 32 6 | 12 5 | 20 1 |
| Salisbury | - | - | 50 - | 34 8 | 15 4 | Redbridge | - | - | 30 - | 16 8 | 13 4 |
| Southampton | - | - | 40 - | 32 6 | 7 6 | Romsey | - | - | 30 - | 15 11 | 14 1 |
| Basingstoke | - | - | 38 4 | 19 7 | 18 9 | Southampton | - | - | 30 - | 15 6 | 14 6 |
| Portsmouth | - | - | 30 10 | 30 6 | - 4 | Gosport | - | - | 30 - | 10 6 | 19 6 |
| Reading | - | - | 24 2 | 15 - | 9 2 | Chandler's Ford | - | - | 30 - | 13 10 | 16 2 |
| Bagshot | - | - | 21 - | 13 4 | 7 8 | Nine Elms | - | - | 30 - | 22 6 | 7 6 |
| Windsor | - | - | 25 - | 8 6 | *12 4 | Aldershot | - | - | 30 - | 17 1 | 12 11 |
| Guildford | - | - | 16 8 | 12 1 | 4 7 | Ropley | - | - | 30 - | 21 9 | 8 3 |
| Richmond | - | - | 20 - | 3 6 | *12 4 | Alresford | - | - | 30 - | 19 4 | 10 8 |
| Surbiton | - | - | 15 - | 4 4 | 11 8 | Winchester | - | - | 30 - | 15 11 | 14 1 |
| Woking | - | - | 15 - | 9 7 | 5 5 | Bishopstoke | - | - | 30 - | 13 - | 17 - |
| From PETERSFIELD | | | | | | Medstead | - | - | 28 4 | 20 10 | 7 6 |
| To | | | | | | Alton | - | - | 25 - | 19 - | 6 - |
| Exeter | - | - | 77 6 | 59 8 | 17 10 | Woking | - | - | 22 6 | 13 4 | 9 2 |
| Wareham | - | - | 50 - | 35 - | 15 - | Guildford | - | - | 20 - | 10 10 | 9 2 |
| Semley | - | - | 48 4 | 29 4 | 19 - | Fareham | - | - | 20 - | 8 5 | 11 7 |
| Mottisfont | - | - | 48 4 | 20 5 | 27 11 | Porchester | - | - | 20 - | 7 2 | 12 10 |
| Downton | - | - | 47 6 | 25 7 | 21 11 | Cosham | - | - | 20 - | 6 4 | 13 8 |
| Christchurch | - | - | 46 8 | 29 8 | 17 - | Farnham | - | - | 18 - | 15 - | 3 - |
| Whitechurch | - | - | 40 - | 27 1 | 12 11 | Milford | - | - | 16 8 | 8 3 | 8 5 |
| Andover | - | - | 40 - | 23 10 | 16 2 | Portsmouth | - | - | 15 - | 7 7 | 7 5 |
| Lymington | - | - | 40 - | 23 6 | 16 6 | Witley | - | - | 15 - | 7 5 | 7 7 |
| Reading | - | - | 40 - | 26 - | 14 - | Haslemere | - | - | 15 - | 5 - | 10 - |
| Windsor | - | - | 40 - | 21 5 | 18 7 | Liphook | - | - | 13 4 | 3 8 | 9 8 |
| Basingstoke | - | - | 40 - | 22 4 | 17 8 | Midhurst | - | - | 13 4 | 3 10 | 9 6 |
| Salisbury | - | - | 35 - | 22 3 | 12 9 | Havant | - | - | 13 4 | 4 8 | 8 8 |
| Woolston | - | - | 33 4 | 17 2 | 16 2 | Elsted | - | - | 11 8 | 2 7 | 9 1 |
| | | | | | | Rogate | - | - | 10 10 | 2 6 | 8 4 |
| | | | | | | Liss | - | - | 10 - | 2 6 | 7 6 |
| | | | | | | Rowland's Castle | - | - | 10 - | 3 8 | 6 4 |

Allowing 4s. 2d. for collection and delivery.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

BACON, BUTTER, EGGS, and SEEDS.

| From TUNBRIDGE WELLS | | | Actual Charge. | Maximum Rate. | Excess. | From TUNBRIDGE WELLS | | | Actual Charge. | Maximum Rate. | Excess. |
|----------------------|---|---|----------------|---------------|---------|----------------------|---|---|----------------|---------------|---------|
| To | | | s. d. | s. d. | s. d. | To | | | s. d. | s. d. | s. d. |
| Hartfield | - | - | 4 7 | 1 1 | 3 6 | Brighton | - | - | 9 2 | 5 4 | 3 10 |
| Heathfield | - | - | 5 10 | 2 6 | 3 4 | Shoreham | - | - | 10 - | 6 4 | 3 8 |
| Three Bridges | - | - | 6 8 | 3 4 | 3 4 | Eastbourne | - | - | 10 5 | 6 8 | 3 9 |
| Lewes | - | - | 7 6 | 4 - | 3 6 | Chichester | - | - | 13 9 | 10 1 | 3 8 |
| Horsham | - | - | 8 4 | 4 9 | 3 7 | Portsmouth | - | - | 9 8 | 12 9 | 3 11 |
| Newhaven | - | - | 8 9 | 5 1 | 3 8 | | | | | | |

AGRICULTURAL IMPLEMENTS, FRESH BUTTER, FRUIT, MEAT, POULTRY, ASPARAGUS, FISH, CRABS, LOBSTERS, and OYSTERS.

| From HORSHAM | | | Actual Charge. | Maximum Rate. | Excess. | From HORSHAM | | | Actual Charge. | Minimum Rate. | Excess. |
|----------------|---|---|----------------|---------------|---------|--------------|---|---|----------------|---------------|---------|
| To | | | s. d. | s. d. | s. d. | To | | | s. d. | s. d. | s. d. |
| West Grinstead | - | - | 5 10 | 2 6 | 3 4 | Brighton | - | - | 12 6 | 8 8 | 3 10 |
| East Grinstead | - | - | 8 9 | 5 2 | 3 7 | Chichester | - | - | 14 7 | 10 8 | 3 11 |
| Shoreham | - | - | 10 5 | 6 8 | 3 9 | London | - | - | 17 1 | 12 6 | 4 7 |
| Midhurst | - | - | 11 8 | 7 10 | 3 10 | Portsmouth | - | - | 20 10 | 16 - | 4 10 |

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY—*continued.*

MEAT, POULTRY, EGGS, BUTTER, FRUIT, and VEGETABLES.

| Distance in Miles. | Rate Charged by Passenger Trains per Ton. | Eggs, Maximum for Goods. | Meat, &c., Maximum for Goods. | Eggs, Excess. | Meat, &c., Excess. |
|--------------------|--|--------------------------------|-------------------------------------|---------------|-----------------------|
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 20 - - - - | 20 - | 3 4 | 6 8 | 16 8 | 13 4 |
| 40 - - - - | 30 - | 6 8 | 13 4 | 23 4 | 16 8 |
| 60 - - - - | 40 - | 8 4 | 16 8 | 31 8 | 23 4 |
| 80 - - - - | 60 - | 13 4 | 26 8 | 33 4 | 33 4 |

HOPS.

| | To LONDON. | From LONDON. | Maximum Rate. | EXCESS. | |
|-----------------------|-----------------|-----------------|-----------------|--------------|--------------|
| | | | | To London. | From London. |
| | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>s. d.</i> | <i>s. d.</i> |
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Caterham - - - | 15 - | 5 - | 2 2 | 12 10 | 2 10 |
| Redhill - - - | 25 - | 5 - | 3 6 | 21 6 | 1 6 |
| Tunbridge Wells - - - | 31 8 | 10 5 | 8 4 | 23 4 | 2 1 |
| Three Bridges - - - | 28 4 | 8 4 | 4 10 | 23 6 | 3 6 |
| Polegate - - - | 35 - | 18 9 | 10 2 | 24 10 | 3 7 |

POTATOES.

| From LONDON | Actual Charge. | Maximum Rate. | Excess. | From TUNBRIDGE WELLS | Actual Charge. | Maximum Rate. | Excess. |
|---------------------|----------------|---------------|--------------|----------------------|----------------|---------------|--------------|
| To | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | To | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Sutton - - - | 6 8 | 1 9 | 4 11 | Three Bridges - - - | 8 9 | 2 6 | 6 3 |
| Three Bridges - - - | 10 10 | 3 8 | 7 2 | Hartfield - - - | 5 - | - 10 | 4 2 |
| Horsham - - - | 12 11 | 4 8 | 8 3 | Lewes - - - | 10 - | 3 - | 7 - |
| Redhill - - - | 7 11 | 2 6 | 5 5 | Redhill - - - | 10 10 | 3 6 | 7 4 |
| Polegate - - - | 19 2 | 7 6 | 11 8 | Brighton - - - | 11 8 | 4 - | 7 8 |
| Chichester - - - | 21 8 | 8 8 | 12 7 | Mayfield - - - | 6 3 | 1 4 | 4 11 |
| Tunbridge Wells - - | 13 9 | 6 8 | 7 6 | Caterham - - - | 12 6 | 4 6 | 8 2 |
| | | | | Guildford - - - | 15 5 | 6 - | 9 5 |
| From HORSHAM | | | | Hastings - - - | 10 5 | 6 3 | 4 2 |
| To | | | | Portsmouth - - - | 23 4 | 9 7 | 13 9 |
| Ockley - - - | 4 7 | - 10 | 3 9 | | | | |
| East Grinstead - - | 7 - | 2 - | 5 - | From SHOREHAM | | | |
| Redhill - - - | 7 1 | 2 1 | 5 - | To | | | |
| Shoreham - - - | 8 9 | 2 6 | 6 3 | Brighton - - - | 4 7 | - 9 | 3 10 |
| Midhurst - - - | 9 7 | 2 11 | 6 8 | Falmer - - - | 5 10 | 1 2 | 4 8 |
| Epsom - - - | 9 2 | 2 8 | 6 6 | Horsham - - - | 8 9 | 2 7 | 6 2 |
| Brighton - - - | 10 - | 3 3 | 6 9 | Midhurst - - - | 12 1 | 4 3 | 7 10 |
| Chichester - - - | 11 8 | 4 - | 7 8 | Hastings - - - | 13 9 | 5 1 | 8 8 |
| Portsmouth - - - | 16 3 | 6 - | 10 3 | London - - - | 17 4 | 8 - | 9 4 |
| | | | | | | | |
| From BRIGHTON | | | | From WEST GRINSTEAD | | | |
| To | | | | To | | | |
| Lewes - - - | 5 5 | 1 - | 4 5 | Horsham - - - | 5 5 | 1 - | 4 5 |
| Worthing - - - | 5 10 | 1 4 | 4 6 | Brighton - - - | 8 4 | 2 4 | 6 - |
| Ford Junction - - - | 8 9 | 2 6 | 6 8 | Lewes - - - | 10 5 | 3 4 | 7 1 |
| Hastings - - - | 12 6 | 4 4 | 8 2 | Hastings - - - | 17 6 | 6 8 | 10 10 |
| Guildford - - - | 13 9 | 5 2 | 8 7 | London - - - | 15 - | 7 6 | 7 6 |
| Portsmouth - - - | 15 - | 5 8 | 9 4 | Portsmouth - - - | 16 8 | 6 2 | 10 6 |
| London - - - | 15 - | 6 3 | 8 9 | | | | |

MILK RATES.

MILK RATES of LONDON RAILWAY COMPANIES for the Conveyance of 12 Gallons.
[Prices are given in Pence.]

| Distance. | London, Brighton, and South Coast Railway. | | London, Chatham, and Dover Railway. | | London and North Western Railway. | | Great Western Railway. | | South Eastern Railway. | | Great Northern Railway. | | Great Eastern Railway. | |
|-----------|--|-----------------------|-------------------------------------|-----------------------|-----------------------------------|-----------------------|------------------------|-----------------------|------------------------|----------------------------------|-------------------------|-----------------------|------------------------|-----------------------|
| | Actual Charge. | Maximum Tonnage Rate. | Actual Charge. | Maximum Tonnage Rate. | Actual Charge. | Maximum Tonnage Rate. | Actual Charge. | Maximum Tonnage Rate. | Actual Charge. | Maximum reasonable Tonnage Rate. | Actual Charge. | Maximum Tonnage Rate. | Actual Charge. | Maximum Tonnage Rate. |
| Miles. | d. | | d. | | d. | | d. | | d. | | d. | | d. | |
| 6 | 12 | 1-6 | 12 | 1-6 | 12 | 1-4 | 12 | 1-4 | 6 | 1-6 | 6 | 1-4 | 6 | 1-6 |
| 11 | 15 | 3-2 | 15 | 3-2 | 12 | 2-5 | 12 | 2-5 | 9 | 3-2 | 6 | 2-5 | 6 | 3-2 |
| 21 | 15 | 5-6 | 15 | 5-6 | 12 | 4-9 | 12 | 4-9 | 9 | 5-6 | 9 | 4-9 | 9 | 5-6 |
| 26 | 18 | 6-9 | 18 | 6-9 | 12 | 6 | 12 | 6 | 13 | 6-9 | 9 | 6 | 9 | 6-9 |
| 31 | 18 | 8-2 | 18 | 8-2 | 15 | 7 | 12 | 7 | 13 | 8-2 | 9 | 7 | 12 | 8-2 |
| 41 | 18 | 10-9 | 18 | 10-9 | 18 | 9-5 | 12 | 9-5 | 13 | 10-9 | 12 | 9-5 | 12 | 10-9 |
| 51 | 24 | 13-6 | 24 | 13-6 | 18 | 10 | 12 | 10 | 16 | 13-6 | 12 | 10 | 12 | 13-6 |
| 71 | 24 | 18-8 | 24 | 18-8 | 18 | 14 | 15 | 14 | 16 | 18-8 | 12 | 14 | 12 | - |
| 76 | 24 | 20-3 | 24 | 20-3 | 18 | 15 | 15 | 15 | 16 | - | 12 | - | 12 | - |
| 86 | 24 | 23 | 24 | 23 | 18 | 17 | 15 | - | - | - | 15 | - | 15 | - |
| 101 | - | - | - | - | - | - | 18 | - | - | - | 15 | - | 15 | - |
| 111 | - | - | - | - | - | - | 18 | - | - | - | 18 | - | - | - |
| 126 | - | - | - | - | - | - | 18 | - | - | - | 18 | - | - | - |
| 151 | - | - | - | - | - | - | 21 | - | - | - | 18 | - | - | - |
| 176 | - | - | - | - | - | - | 21 | - | - | - | - | - | - | - |
| 201 | - | - | - | - | - | - | 24 | - | - | - | - | - | - | - |

LONDON AND NORTH WESTERN RAILWAY.

SPECIAL RATES on London and North Western Railway.

| To Euston from | | | | | Actual Charge for 12 Gallons. | To Euston from | | | | | Actual Charge for 12 Gallons. |
|----------------|---|---|---|---|-------------------------------|----------------|---|---|---|---|-------------------------------|
| | | | | | d. | | | | | | d. |
| Harrow | - | - | - | - | 12 | Blisworth | - | - | - | - | 12 |
| Watford | - | - | - | - | 12 | Northampton | - | - | - | - | 15 |
| St. Albans | - | - | - | - | 12 | Rugby | - | - | - | - | 12 |
| Tring | - | - | - | - | 12 | Leamington | - | - | - | - | 15 |
| Aylesbury | - | - | - | - | 12 | Leicester | - | - | - | - | 12 |
| Wolverton | - | - | - | - | 12 | Stafford | - | - | - | - | 15 |
| Buckingham | - | - | - | - | 15 | | | | | | |

SOUTH EASTERN RAILWAY.

SPECIAL RATES on South Eastern Railway.

| To London from | | | | | Charges for 12 Gallons. | To London from | | | | | Charges for 12 Gallons. |
|----------------|---|---|---|---|-------------------------|----------------|---|---|---|---|-------------------------|
| | | | | | d. | | | | | | d. |
| Beckenham | - | - | - | - | 9 | Strood | - | - | - | - | 15 |
| Orpington | - | - | - | - | 12 | Canterbury | - | - | - | - | 21 |
| Dunton Green | - | - | - | - | 12 | Dover | - | - | - | - | 21 |
| Sevenoaks | - | - | - | - | 12 | Ramsgate | - | - | - | - | 21 |
| Redhill | - | - | - | - | 9 | Margate | - | - | - | - | 21 |
| Godstone | - | - | - | - | 9 | | | | | | |

Here again the stations are arranged according to distance. Redhill and Godstone are under the Company's scale, but on the long distances they are conspicuously greater than the rates of the London and North Western Railway.

MILK RATES—continued.

LONDON, CHATHAM, AND DOVER RAILWAY.

SPECIAL RATES on the London, Chatham, and Dover Railway.

| STATIONS. | Charge for 12 Gallons. | Maximum Goods Rates. |
|-----------------------------------|---------------------------|-------------------------|
| | <i>d.</i> | <i>d.</i> |
| London to Shortlands - - - - - | 9 | 2·6 |
| Bromley to Sevenoaks - - - - - | 12 | 4 |
| Bromley to Maidstone - - - - - | 12 | 9 |
| Farningham to Chatham - - - - - | 15 | 4 |
| New Brompton to Teynham - - - - - | 18 | 3·2 |
| Faversham to Ramsgate - - - - - | 21 | 8·3 |
| Faversham to Dover - - - - - | 21 | 4·2 |

LONDON AND SOUTH WESTERN RAILWAY.

| Distance. | Actual Charge for 6 Gallons. | Maximum Rate for 6 Gallons. | Actual Charge for 7 Gallons. | Maximum Rate for 7 Gallons. | Actual Charge for 10 Gallons. | Maximum Rate for 10 Gallons. | Actual Charge for 13 Gallons. | Maximum Rate for 13 Gallons. | Actual Charge for 16 Gallons. | Maximum Rate for 16 Gallons. |
|---------------|---------------------------------|--------------------------------|---------------------------------|--------------------------------|----------------------------------|---------------------------------|----------------------------------|---------------------------------|----------------------------------|---------------------------------|
| <i>Miles.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> | <i>d.</i> |
| 6 | 6 | 1 | 7 | 1·1 | 8 | 1·6 | 9 | 2·3 | 10 | 2·6 |
| 11 | 7 | 1·8 | 8 | 2·1 | 9 | 3 | 10 | 3·7 | 11 | 4·0 |
| 26 | 8 | 4·3 | 9 | 5 | 10 | 7·2 | 11 | 9·4 | 12 | 11·5 |
| 27 | - | - | - | - | - | - | - | - | 12 | 12 |
| 41 | 9 | 6·8 | 11 | 7·9 | 13 | 11·3 | 15 | 14·8 | - | - |
| 43 | - | - | - | - | - | - | 15 | 15 | - | - |
| 51 | 11 | 8·5 | 13 | 9·6 | 15 | 14·1 | - | - | - | - |
| 54 | - | - | - | - | 15 | 15 | - | - | - | - |
| 76 | 14 | 12·6 | 16 | 14·7 | - | - | - | - | - | - |
| 82 | - | - | 16 | 16 | - | - | - | - | - | - |
| 84 | 14 | 14 | - | - | - | - | - | - | - | - |

Appendix, No. 3.

PAPERS handed in by W. A. Hunter, Barrister, 22 March 1881.

LONDON, CHATHAM, AND DOVER RAILWAY.

SPECIAL CLASS.

MANURE in BULK, and BONES for MANURE.

| From DOVER | Sent in Quantities of not less than Four Tons. Actual Charge. | In Quantities of less than Four Tons. Actual Charge. | Legal Maximum. | From FAVERSHAM | Sent in Quantities of not less than Four Tons. Actual Charge. | In Quantities of less than Four Tons. Actual Charge. | Legal Maximum. |
|-----------------------|---|--|----------------|---------------------|---|--|----------------|
| | Per Ton. | Per Ton. | Per Ton. | | Per Ton. | Per Ton. | Per Ton. |
| To | s. d. | s. d. | s. d. | To | s. d. | s. d. | s. d. |
| Shepherd's Well - - - | 2 11 | 3 4 | - 9 | Selling - - - - - | 2 11 | 2 11 | - 9 |
| Adisham - - - - - | 3 4 | 3 9 | 1 1½ | Whitstable - - - - | 2 11 | 2 11 | - 10½ |
| Canterbury - - - - | 3 4 | 5 - | 1 10½ | Herne Bay - - - - | 3 4 | 3 4 | 1 4½ |
| Selling - - - - - | 3 9 | 5 - | 2 9 | Bekeabourne - - - | 3 4 | 3 9 | 1 7½ |
| Faversham - - - - - | 3 9 | 6 3 | 3 1½ | | | | |
| | | | | Sittingbourne - - - | 2 11 | 3 4 | - 10½ |
| From CANTERBURY | | | | Canterbury - - - - | 2 11 | 3 4 | 1 3 |
| To | | | | Rainham - - - - - | 3 4 | 3 9 | 1 7½ |
| Bekeabourne - - - - | 2 11 | 3 4 | - 9 | Chatham - - - - - | 3 4 | 4 7 | 2 3 |
| Adisham - - - - - | 2 11 | 3 4 | - 9 | | | | |
| Shepherd's Well - - - | 2 11 | 3 4 | 1 3 | Birchington - - - - | 3 4 | 5 - | 2 4½ |
| Faversham - - - - - | 2 11 | 3 4 | 1 3 | Dover - - - - - | 3 9 | 6 3 | 3 1½ |
| Whitstable - - - - - | 3 4 | 3 4 | 2 - | Broadstairs - - - - | 3 9 | 6 3 | 3 1½ |
| Sittingbourne - - - - | 3 4 | 4 2 | 2 1½ | Ramsgate - - - - - | 3 9 | 6 3 | 3 4½ |
| Herne Bay - - - - - | 3 4 | 5 - | 2 6 | | | | |
| Newington - - - - - | 3 9 | 5 - | 2 7½ | Fawkham - - - - - | 3 9 | 6 3 | 3 7½ |
| Rainham - - - - - | 3 9 | 5 - | 2 10½ | Swanley - - - - - | 4 2 | 7 11 | 4 3 |
| Birchington - - - - - | 3 9 | 6 3 | 3 6 | Eynsford - - - - - | 4 7 | 7 1 | 4 7½ |
| | | | | Blackfriars - - - - | 5 5 | 7 6 | 6 7 |

GUANO and PACKED MANURES.

| From FAVERSHAM | Actual Charge per Ton, for Quantities of less than Two Tons. | Legal Maximum. | From CANTERBURY | Actual Charge per Ton, for Quantities of less than Two Tons. | Legal Maximum. |
|-----------------------|--|----------------|---------------------|--|----------------|
| | s. d. | s. d. | | s. d. | s. d. |
| To | | | To | | |
| Whitstable - - - - - | 3 4 | - 9 | Margate - - - - - | 6 8 | 3 10½ |
| Herne Bay - - - - - | 3 9 | 1 4½ | Swanley - - - - - | 10 5 | 5 6 |
| Broadstairs - - - - - | 7 11 | 3 1½ | | | |
| Ramsgate - - - - - | 7 11 | 3 4½ | From DOVER | | |
| | | | To | | |
| From CANTERBURY | | | Adisham - - - - - | 5 - | 1 1½ |
| To | | | Canterbury - - - - | 6 3 | 1 10½ |
| Adisham - - - - - | 4 2 | - 9 | Faversham - - - - - | 7 11 | 3 1½ |
| Dover - - - - - | 6 3 | 2 - | Whitstable - - - - | 9 2 | 4 - |
| Birchington - - - - - | 7 11 | 3 6 | Sale Street - - - - | 10 - | 6 3 |

LONDON, CHATHAM, AND DOVER RAILWAY—*continued.*

HOPS, FOREIGN.

| From FLUSHING To— | Actual Charge (excluding Delivery). |
|--|--|
| | Per Ton. s. d. |
| Blackfriars (<i>via</i> Queenborough) - - - - - | 20 - |

HOPS, ENGLISH.

| To BLACKFRIARS | Maximum Rate. | Actual Charge (excluding Delivery). | To BLACKFRIARS | Maximum Rate. | Actual Charge (excluding Delivery). |
|---------------------|---------------|--|---------------------|---------------|--|
| From | s. d. | s. d. | From | s. d. | s. d. |
| Beckenham - - - | 2 11 | 11 8 | Sittingbourne - - - | 15 - | 31 8 |
| St. Mary Cray - - - | 5 - | 15 - | Faversham - - - | 17 4 | 31 8 |
| Sevenoaks - - - | 8 7 | 21 8 | Selling - - - | 18 6 | 35 - |
| Eynsford - - - | 6 9 | 18 4 | Whitstable - - - | 19 4 | 38 2 |
| Rainham - - - | 13 - | 25 - | Canterbury - - - | 20 7 | 35 - |
| Newington - - - | 13 9 | 28 4 | | | |

FURNITURE.

| From LONDON | Trade Rate (Owner's Risk). | Charge (Company's Risk). | Maximum Rate. | From FAVERSHAM | Trade Rate (Owner's Risk). | Charge (Company's Risk). | Maximum Rate. |
|---------------------|-------------------------------|-----------------------------|---------------|-----------------------|-------------------------------|-----------------------------|---------------|
| To | s. d. | s. d. | s. d. | To | s. d. | s. d. | s. d. |
| Sevenoaks - - - | 24 2 | 35 10 | 8 - | Whitstable - - - | 10 10 | 15 - | 2 4 |
| Chatham - - - | 26 8 | 31 8 | 11 - | Canterbury - - - | 15 10 | 20 10 | 3 4 |
| Canterbury - - - | 56 2 | 71 8 | 20 - | Chatham - - - | 20 10 | 28 4 | 6 - |
| Dover - - - | 55 4 | 73 4 | 25 3 | Broadstairs - - - | 30 - | 35 10 | 8 4 |
| Margate - - - | 39 2 | 63 4 | 22 6 | Ramsgate - - - | 30 - | 35 10 | 9 - |
| | | | | Swanley - - - | 37 6 | 50 10 | 11 4 |
| | | | | Sevenoaks - - - | 35 10 | 42 6 | 14 - |
| | | | | Blackfriars - - - | 35 10 | 42 6 | 17 4 |
| From CANTERBURY | | | | From DOVER | | | |
| To | | | | To | | | |
| Adisham - - - | 15 10 | 20 - | 2 - | Shepherd's Well - - - | 13 10 | 20 - | 2 - |
| Sittingbourne - - - | 20 - | 30 10 | 5 8 | Bekesbourne - - - | 19 2 | 24 2 | 4 4 |
| Herne Bay - - - | 25 - | 30 10 | 6 8 | Canterbury - - - | 24 2 | 34 2 | 5 - |
| Chatham - - - | 30 - | 41 8 | 9 4 | Whitstable - - - | 32 6 | 39 2 | 10 8 |
| Ramsgate - - - | 26 8 | 37 6 | 12 4 | Herne Bay - - - | 35 10 | 42 6 | 12 - |
| Swanley - - - | 40 - | 54 2 | 14 8 | Chatham - - - | 37 6 | 50 10 | 16 8 |
| Birchington - - - | 30 - | 35 10 | 9 4 | Eynsford - - - | 50 - | 61 10 | 21 - |
| Margate - - - | 26 8 | 39 2 | 10 4 | Sevenoaks - - - | 50 - | 61 10 | 22 8 |
| | | | | Maidstone - - - | 42 6 | 59 10 | 27 4 |
| | | | | Blackfriars - - - | 53 4 | 73 4 | 25 8 |

SOUTH EASTERN RAILWAY.

LIME and MANURE in Bulk (over 4 Tons). Loading and Unloading to be done by the Parties.

| Maximum Rates - | From HASTINGS To | Charge. | Maximum. | — |
|-----------------|-------------------------|---------|----------|------|
| | | s. d. | s. d. | d. |
| Maximum Rates - | Robertsbridge - - - - - | 3 4 | - 9 | @ 1½ |
| | Rye - - - - - | 3 5 | 2 3½ | @ 2½ |
| | From TUNBRIDGE WELLS To | | | |
| | Etchingham - - - - - | 3 5 | 1 7½ | @ 1½ |
| Maximum Rates - | Battle - - - - - | 3 5 | 2 9 | @ 1½ |
| | From ASHFORD To | | | |
| | Smeeth or Wye - - - - - | 3 5 | - 9 | @ 1½ |
| | Staplehurst - - - - - | 3 5 | 1 9 | — |
| | Rye - - - - - | 3 5 | 3 1½ | @ 2½ |

The Company seem to make a minimum charge of 3s. 4d. or 3s. 5d., and this minimum is in excess over the maximum rates (at 1½d.) up to 28 or 30 miles.

SOUTH EASTERN RAILWAY—continued.

LIME and MANURES in Bulk (over 4 Tons). Loading and Unloading to be done by the Parties.

| | | Actual Charge. | | Maximum Rate. | | | | Actual Charge. | | Maximum Rate. | | | | | | | |
|--------------------|---|---------------------------|---|---------------|---|----------|-----|--------------------|---|---------------------------------------|---|---|---|----|----|----|--|
| | | From HASTINGS To | | Per Ton. | | Per Ton. | | | | From ASHFORD To | | | | | | | |
| | | | | s. d. | | s. d. | | | | Per Ton. | | | | | | | |
| | | | | | | | | | | s. d. | | | | | | | |
| Maximum Rate. | { | Robertsbridge - - | - | 3 | 5 | 1 | 7½ | Estimated Maximum. | { | Whitstable - - | - | 3 | 5 | 2 | 6 | | |
| | | Wadhurst - - | - | 3 | 5 | 2 | 10½ | | | Dover, Grove Ferry, and Paddock Wood. | 3 | 5 | 2 | 7½ | | | |
| | | Rye - - | - | 3 | 5 | 2 | 3½ | | | Minster - - | - | 3 | 5 | 3 | 3 | | |
| | | From DOVER To | | | | | | | | Tunbridge - - | | - | 3 | 5 | 3 | 4½ | |
| Estimated Maximum. | { | Folkestone - - | - | 3 | 4 | - | 9 | Maximum Rates. | { | Rye - - | - | 3 | 5 | 3 | 1½ | | |
| | | Westenhanger - - | - | 3 | 5 | 1 | 6 | | | | | | | | | | |
| | | Smeeth - - | - | 3 | 5 | 2 | - | | | | | | | | | | |
| | | Wye - - | - | 3 | 5 | 3 | 1½ | | | | | | | | | | |
| | | Pluckley - - | - | 3 | 5 | 3 | 3 | | | | | | | | | | |
| | | From ASHFORD To | | | | | | | | From TUNBRIDGE WELLS To | | | | | | | |
| Estimated Maximum. | { | Pluckley, Smeeth, or Wye. | | 3 | 5 | - | 9 | Maximum Rates. | { | Wadhurst - - | - | 3 | 5 | - | 9 | | |
| | | Chartham - - | - | 3 | 5 | 1 | 4½ | | | Frant - - | - | 3 | 4 | - | 9 | | |
| | | Canterbury - - | - | 3 | 5 | 1 | 9 | | | Ticehurst Road - | - | 3 | 5 | 1 | 3 | | |
| | | Staplehurst - - | - | 3 | 5 | 1 | 9 | | | Etchingham - - | - | 3 | 5 | 1 | 7½ | | |
| | | Folkestone - - | - | 3 | 5 | 1 | 10½ | | | Robertsbridge - | - | 3 | 5 | 2 | - | | |
| | | | | | | | | | | Battle - - | - | 3 | 5 | 2 | 9 | | |
| | | | | | | | | | | Hastings - - | | - | 3 | 5 | 3 | 6 | |
| | | | | | | | | | | Tunbridge - - | | - | 3 | 4 | - | 9 | |

Hops.

| | From London To (4th Class). | To London From (Hop Tariff). | Hop Tariff per Ton per Mile in Pence. | | From London To (4th Class). | To London From (Hop Tariff). | Hop Tariff per Ton per Mile in Pence. |
|-----------------|-----------------------------|------------------------------|---------------------------------------|-----------------|-----------------------------|------------------------------|---------------------------------------|
| | s. d. | s. d. | d. | | s. d. | s. d. | d. |
| Beckenham - - - | 7 1 | 11 8 | 17½ | Hildenboro' - - | 15 10 | 28 4 | 13½ |
| Orpington - - - | 10 10 | 15 - | 15 | Staplehurst - - | 19 7 | 35 - | 10½ |
| Sevenoaks - - - | 12 1 | 21 8 | 13 | Grove Ferry - - | 19 7 | 38 4 | 6 |
| Redhill - - - | 10 10 | 25 - | 14½ | | | | |

The Hop Tariff applies to 60 stations.

SOUTH EASTERN RAILWAY—*continued.*

HOPS, FOREIGN.

| | | |
|--|--|---------------|
| From BOULOGNE To | | <i>s. d.</i> |
| Bricklayers' Arms (London) (not insured) - - - | | 17 6 per ton. |
| From PARIS To | | |
| Bricklayers' Arms - - - - - | | 28 - per ton. |

ENGLISH HOPS.

| | | |
|-----------------------------|--|---------------|
| From ASHFORD To | | <i>s. d.</i> |
| London (54 miles) - - - - - | | 35 - per ton. |

FRUIT.

TABLE showing Rates for FRUIT to London, deducting an Allowance of 5 *s.* per Ton for Delivery to London Market.

| | Per Ton. | Rate charged per Mile per Ton. | | Per Ton. | Rate charged per Mile per Ton. |
|-----------------|--------------|--------------------------------------|----------------|--------------|--------------------------------------|
| To LONDON From | <i>s. d.</i> | <i>s. d.</i> | To LONDON From | <i>s. d.</i> | <i>s. d.</i> |
| Beckenham - - - | 7 6 | - 11½ | Yalding - - - | 15 - | - 5 |
| Dartford - - - | 10 - | - 8 | Marden - - - | 20 - | - 6½ |
| Higham - - - | 13 4 | - 5½ | Ashford - - - | 25 - | - 5½ |

CONDITIONS (*inter alia*).

7. The Company will not, under any circumstances, be liable for loss of market or other claim or damage arising from detention or other cause.

8. The conveyance of fruit or vegetables by passenger trains will be at the option of the Company.

FOREIGN FRUIT.

| | |
|--------------------------------------|-----------------------|
| From BOULOGNE To | |
| London - - - - - | 20 <i>s.</i> per ton. |
| Ditto (by passenger train) - - - - - | 25 <i>s.</i> per ton. |

SOUTH EASTERN RAILWAY—continued.

GUANO, PACKED MANURE, FRUIT, HOPS, MEAT, DEAD POULTRY, AGRICULTURAL
IMPLEMENTS, ASPARAGUS, DEAD GAME, and FURNITURE.

| | | Guano, and Packed Manure. | | Amount at 1½d. per Ton per Mile. | Fruit, Hops, Meat, Dead Poultry, and Agricultural Implements. | Asparagus, and Dead Game. | Furniture. | Maximum Rate for any Class of Goods. |
|--|----------------------|---------------------------|--------------------|---|--|---------------------------------|------------|--|
| | | Over Two Tons. | Under Two Tons. | | | | | |
| | | Per Ton. | Per Ton. | | | | | |
| Governed by Maximum Rates. | From TUNBRIDGE WELLS | | | | | | | |
| | To | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Wadhurst - - - | 4 2 | 4 7 | — 9 | 8 4 | 10 10 | 21 8 | 2 — |
| | Tunbridge - - - | 3 4 | 3 9 | — 9 | 7 6 | 9 7 | 19 2 | 2 — |
| | Ticehurst Road - - | 4 7 | 5 5 | 1 3 | 10 5 | 14 2 | 28 4 | 3 4 |
| | Robertsbridge - - | 5 5 | 6 8 | 2 — | 13 4 | 18 9 | 37 6 | 5 4 |
| | Battle - - - | 5 5 | 7 1 | 2 9 | 13 9 | 19 7 | 39 2 | 7 4 |
| | Hastings - - - | 6 8 | 7 6 | 3 6 | 15 10 | 19 7 | 39 2 | 9 4 |
| | Etchingham - - - | 5 — | 6 3 | 1 7½ | 12 6 | 18 4 | 36 8 | 4 4 |
| | Paddock Wood - - | 4 2 | 5 — | 1 4½ | 9 7 | 12 11 | 25 10 | 3 8 |
| | Sevenoaks - - - | 4 7 | 5 5 | 1 7½ | 10 10 | 15 10 | 31 8 | 4 4 |
| | Orpington - - - | 5 — | 6 8 | 2 7½ | 12 6 | 18 4 | 36 8 | 7 — |
| | Pluckley - - - | 6 3 | 7 6 | 3 3 | 15 — | 21 8 | 43 4 | 8 8 |
| | Grove Park - - - | 5 5 | 7 6 | 3 3 | 14 2 | 20 — | 40 — | 8 8 |
| | Mersham - - - | 6 3 | 7 6 | 3 4½ | 15 5 | 21 8 | 43 4 | 9 — |
| Ashford - - - | 6 8 | 7 11 | 5 4 | 16 3 | 23 9 | 47 6 | 10 8 | |
| Caterham - - - | 7 1 | 8 4 | 4 7½ | 17 11 | 24 7 | 47 2 | 12 3 | |
| Maximum Rates. | From HASTINGS | | | | | | | |
| | To | | | | | | | |
| | Robertsbridge - - | 4 2 | 5 — | 1 7½ | 10 5 | 14 2 | 28 4 | 4 4 |
| Partly Maximum Rates and partly Tolls. | Wadhurst - - - | 6 3 | 7 1 | 2 10½ | 14 2 | 26 5 | 40 10 | 7 8 |
| | Tunbridge Wells - - | 6 8 | 7 6 | 3 6 | 15 10 | 19 7 | 39 2 | 9 4 |
| | Wye - - - | 7 1 | 8 4 | 3 11½ | 17 1 | 24 2 | 48 4 | 10 4 |
| | Westenhanger - - | 7 6 | 9 2 | 4 4½ | 17 4 | 24 7 | 49 2 | 11 4 |
| | Ederbridge - - - | 8 4 | 10 5 | 5 3 | 20 5 | 28 4 | 56 8 | 14 — |
| | Snodland - - - | 9 7 | 11 3 | 6 9 | 23 9 | 31 3 | 62 6 | 18 — |
| | Croydon - - - | 9 2 | 12 1 | 8 3 | 25 5 | 25 5 | 50 10 | 22 — |
| Maximum Rates. | Higham - - - | 10 5 | 13 4 | 7 9 | 26 3 | 36 5 | 72 10 | 20 8 |
| | Crayford - - - | 11 3 | 15 — | 8 6 | 30 5 | 39 2 | 78 4 | 22 8 |
| | Rye - - - | 4 2 | 4 7 | @ 2½d. | 10 — | 13 4 | 26 8 | @ 5d. |
| Maximum Rates from Reigate. | Ham Street - - - | 5 5 | 6 8 | 2 3½ | 13 4 | 19 7 | 39 2 | 4 7 |
| | Ashford - - - | 6 3 | 7 6 | 4 4½ | 15 5 | 21 8 | 43 4 | 8 9 |
| | Reigate - - - | 9 2 | 11 3 | 5 5 | 15 5 | 21 8 | 43 4 | 10 10 |
| | Dorking - - - | 10 5 | 12 11 | @ 1½d. | 22 6 | 30 10 | 61 8 | 13 6 |
| Maximum Rates. | Farnborough - - - | 12 6 | 15 5 | 6 9 | 25 10 | 26 8 | 53 4 | 15 — |
| | Earley - - - | 13 9 | 17 1 | 7 6 | 30 5 | 39 2 | 78 4 | 20 9 |
| | From ASHFORD | | | | | | | |
| | To | | | | | | | |
| | Smeeth - - - | 9 2 | 11 3 | 8 3 | 33 9 | 43 4 | 86 8 | 24 — |
| | Shorncliffe - - - | 4 2 | 4 7 | — 9 | 8 4 | 10 10 | 21 8 | 2 — |
| | Canterbury - - - | 4 7 | 5 — | 1 4½ | 10 — | 13 4 | 26 8 | 3 8 |
| | Staplehurst - - - | 5 — | 6 3 | 1 7½ | 12 6 | 17 11 | 35 10 | 4 4 |
| | Whitstable - - - | 5 — | 6 3 | 1 7½ | 12 1 | 17 1 | 34 2 | 4 4 |
| | Paddock Wood - - | 5 5 | 6 8 | 2 6 | 12 6 | 18 4 | 36 8 | 6 8 |
| | Cuxton - - - | 6 3 | 6 8 | 2 7½ | 13 4 | 19 7 | 39 2 | 7 — |
| | Godstone - - - | 7 6 | 9 7 | 5 — | 20 — | 27 11 | 55 10 | 13 4 |
| | Ticehurst - - - | 7 6 | 9 7 | 5 1½ | 19 2 | 26 3 | 52 6 | 13 8 |
| | Strood - - - | 7 11 | 10 — | 5 1½ | 19 7 | 26 8 | 53 4 | 13 8 |
| | Gravesend - - - | 7 6 | 9 7 | 5 3 | 20 — | 27 11 | 55 10 | 14 — |
| | London - - - | 9 2 | 10 10 | 6 3 | 22 1 | 30 5 | 60 10 | 16 8 |
| | Dartford - - - | 10 — | 11 3 | 6 9 | 25 5 | 33 4 | 66 8 | 18 — |
| | Maximum Rates. | Rye - - - | 10 — | 12 1 | 7 1½ | 24 7 | 32 1 | 64 2 |
| Hastings - - - | | 5 5 | 6 8 | @ 2½d. | 12 6 | 17 11 | 35 10 | @ 5d. |

SOUTH EASTERN RAILWAY—continued.

GUANO, PACKED MANURE, FRUIT, HOPS, MEAT, DEAD POULTRY, AGRICULTURAL IMPLEMENTS, &c.—contd.

| | | Guano, and Packed Manure. | | Amount at 1½ d. per Ton, per Mile. | Fruit, Hops, Meat, Dead Poultry, and Agricultural Implements. | Asparagus, and Dead Game. | Furniture. | Maximum Rate for any Class of Goods. |
|--|------------------------|---------------------------|-----------------|------------------------------------|---|---------------------------|------------|--------------------------------------|
| | | Over Two Tons. | Under Two Tons. | | | | | |
| | | Per Ton. | Per Ton. | | Per Ton. | Per Ton. | Per Ton. | Per Ton. |
| Partly Maximum Rates and partly Tolls. | From DOVER | | | | | | | |
| | To | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Folkestone - - - | 3 4 | 3 9 | - 9 | 7 6 | 9 7 | 19 2 | 2 - |
| | Westenhanger - - - | 5 - | 5 5 | 1 6 | 11 3 | 16 8 | 33 4 | 4 - |
| | Pluckley - - - | 6 3 | 7 6 | 3 3 | 15 5 | 21 3 | 42 6 | 8 8 |
| | Canterbury - - - | 5 - | 6 3 | 4 4½ | 12 1 | 17 1 | 34 2 | 11 8 |
| | Staplehurst - - - | 7 1 | 9 2 | 4 4½ | 17 11 | 24 7 | 49 2 | 11 8 |
| | Tunbridge - - - | 8 4 | 10 5 | 5 10½ | 20 10 | 27 4 | 55 10 | 15 8 |
| | Ramsgate - - - | 7 6 | 9 2 | 6 4½ | 18 4 | 27 6 | 56 - | 17 - |
| | Penshurst - - - | 9 2 | 11 3 | 6 4½ | 22 1 | 30 5 | 60 10 | 17 - |
| | Robertsbridge - - - | 10 - | 12 6 | 7 6 | 24 7 | 32 6 | 65 - | 20 - |
| | Halstead - - - | 9 7 | 12 1 | 7 6 | 23 9 | 27 11 | 55 10 | 20 - |
| | Gravesend - - - | 11 3 | 13 4 | 8 4 | 26 8 | 35 10 | 71 8 | 23 4 |
| | London - - - | 10 - | 11 3 | 9 3 | 26 8 | 36 8 | 73 4 | 24 8 |
| | Ham Street - - - | 6 3 | 7 1 | 3 8 | 14 2 | 20 10 | 41 8 | 9 1 |
| | Appledore - - - | 6 3 | 7 6 | 4 4 | 15 - | 21 8 | 43 4 | 10 4 |
| Rye - - - | 7 1 | 8 4 | 5 4 | 15 10 | 22 6 | 45 - | 12 5 | |
| Hastings - - - | 8 4 | 10 5 | 8 11 | 20 10 | 28 4 | 56 8 | 17 10 | |
| | From BRICKLAYERS' ARMS | | | | | | | |
| | To | | | | | | | |
| | Bromley - - - | 3 9 | 4 7 | 1 3 | 7 11 | 11 3 | 22 6 | 3 4 |
| | Caterham - - - | 4 2 | 5 5 | 2 3 | 10 10 | 16 3 | 32 6 | 6 - |
| | Sevenoaks - - - | 6 3 | 7 11 | 2 6 | 12 1 | 17 11 | 35 10 | 6 8 |
| | Redhill - - - | 4 2 | 5 - | 2 7½ | 10 10 | 10 10 | 21 8 | 7 - |
| | Tunbridge - - - | 7 11 | 9 7 | 3 6 | 18 9 | 25 5 | 15 8 | 9 4 |
| | Strood - - - | 5 5 | 6 8 | 3 7½ | 13 4 | 15 10 | 31 8 | 9 8 |
| | Dorking - - - | 5 5 | 6 8 | 3 7½ | 12 1 | 12 6 | 25 - | 9 8 |
| | Yalding - - - | 7 11 | 9 2 | 4 6 | 18 4 | 24 7 | 49 2 | 12 - |
| | Guildford - - - | 7 6 | 8 4 | 5 1½ | 11 8 | 16 8 | 33 4 | 13 8 |
| | Maidstone - - - | 5 5 | 6 8 | 5 1½ | 13 4 | 20 - | 40 - | 13 8 |
| | Ashford - - - | 10 - | 11 3 | 6 9 | 25 5 | 33 4 | 66 8 | 18 - |
| | Reading - - - | 8 4 | 10 - | 8 4½ | 15 10 | 24 2 | 48 4 | 22 4 |
| | Canterbury - - - | 9 7 | 11 3 | 8 6 | 27 1 | 35 10 | 71 8 | 22 8 |
| | Whitstable - - - | 9 7 | 11 3 | 9 3 | 9 7 | 31 8 | 63 4 | 24 8 |
| | Ramsgate - - - | 9 7 | 11 3 | 10 6 | 20 5 | 32 6 | 65 - | 28 - |
| | Margate - - - | 9 7 | 11 3 | 11 - | 19 7 | 31 8 | 63 4 | 29 4 |
| | Orpington - - - | 4 2 | 5 5 | 1 6 | 10 10 | 15 10 | 31 8 | 4 - |
| | Hildenborough - - - | 7 1 | 8 9 | 3 1½ | 15 10 | 22 6 | 45 - | 8 4 |
| | Edenbridge - - - | 7 1 | 7 11 | 3 10½ | 16 3 | 22 1 | 44 2 | 10 4 |
| | Paddock Wood - - - | 7 11 | 9 2 | 4 1½ | 18 4 | 24 7 | 49 2 | 11 - |
| | Snodland - - - | 6 3 | 7 1 | 4 4½ | 14 2 | 19 2 | 38 4 | 11 9 |
| | Wadhurst - - - | 9 2 | 10 10 | 4 7½ | 21 3 | 29 7 | 59 2 | 12 3 |
| | Staplehurst - - - | 9 2 | 10 - | 5 - | 19 7 | 25 10 | 51 8 | 13 4 |
| | Battle - - - | 10 10 | 12 11 | 6 9 | 25 10 | 33 4 | 66 8 | 18 - |
| | Hastings - - - | 11 3 | 13 4 | 7 7½ | 28 4 | 29 2 | 58 4 | 20 4 |
| | Rye - - - | 10 10 | 13 4 | 8 9 | 28 4 | 37 6 | 75 - | 23 4 |
| | Dover - - - | 10 - | 11 3 | 9 4½ | 26 8 | 36 8 | 73 4 | 25 - |

Appendix, No. 4.

PAPER handed in by Mr. *Alexander Copeland*, 24 March 1881.

CALEDONIAN RAILWAY.

RATES for CARRIAGE of GOODS from *Montrose*, as in Rates Book, 18 March 1881,
and RATES paid by the Aberdeen Commercial Company.

| | Mileage. | RATES BOOK. | | RATES Payable by the Aberdeen Commercial Company. | |
|-------------------------|----------|-----------------|--------------|---|--------------|
| | | Packed Manures. | Grain. | Packed Manures. | Grain. |
| Between MONTROSE and | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Dubton - - - - - | 3·0 | 1 3 | 1 3 | - 5 | - 7 |
| Breechin - - - - - | 9·59 | 2 6 | 2 6 | 1 3 | 1 11 |
| Guthrie - - - - - | 14·11 | 3 9 | 3 9 | 1 10 | 2 10 |
| Arbroath - - - - - | 21·37 | 4 6 | 4 6 | 3 4 | 3 9 |
| Laurencekirk - - - - - | 11·52 | 3 - | 3 - | 1 6 | 2 3 |
| Stonehaven - - - - - | 26·6 | 5 10 | 5 10 | 3 3 | 5 1 |
| Aberdeen - - - - - | 42·24 | 8 4 | 8 4 | 5 4 | 7 10 |

The above Rates are per Ton per Mile.

Appendix, No. 5.

PAPER handed in by Mr. Rowlandson, 24 March 1881.

RAILWAY CHARGES.

14 March 1881.

1. CATTLE RATE.—NEWCASTLE to MANCHESTER.

| | Small Waggon. | Medium Waggon. |
|------------------------|---------------|----------------|
| | £. s. d. | £. s. d. |
| Foreign Cattle - - - - | 2 4 3 | 2 9 9 |
| English Cattle - - - - | 3 7 - | 3 13 6 |

17 February 1880.

2. SHEEP RATE.—NEWCASTLE to MANCHESTER.

| | Small Waggon. | Medium. | Large. |
|-----------------------|---------------|----------|----------|
| | £. s. d. | £. s. d. | £. s. d. |
| Foreign Sheep - - - - | 2 4 3 | 2 9 9 | 2 19 3 |
| English Sheep - - - - | 2 14 - | 3 - - | 3 5 9 |

9 June 1880.

3. CATTLE RATE.—NEWCASTLE to WAKEFIELD.

| | |
|---|----------|
| | £. s. d. |
| 7 Imported Cattle in small Waggon - - - - | 1 11 6 |
| 7 English Cattle in small Waggon - - - - | 2 12 - |

2 December 1880.

4. The Carriage of BARLEY.

| | | FOREIGN. | | HOME GROWN. | |
|----------------------|---|------------------|---------|-------------|-----------------|
| From WEST HARTLEPOOL | | 2 Tons. | 4 Tons. | 2 Tons. | 4 Tons. |
| To | | s. d. | s. d. | s. d. | s. d. |
| Mirfield - - - - | - | 10 - per ton. | 8 9 | 18 4 | 10 10 |
| Elland - - - - | - | 10 10 | 8 9 | 18 4 | No rate quoted. |

5. From Darlington to Mirfield is 12 s. 6 d. per ton in 4 ton loads.

From Darlington to Wakefield is 10 s. 10 d. per ton in 4 ton loads.

4 December 1880.

6. The Carriage of GRAIN.

| FROM TYNE DOCK, NEWCASTLE, To | Imported. | | English. | |
|----------------------------------|-----------|---------|----------|---------|
| | 4 Tons. | 2 Tons. | 4 Tons. | 2 Tons. |
| | s. d. | s. d. | s. d. | s. d. |
| Darlington - - - - - | 5 - | 5 10 | - - | 6 8 |
| York - - - - - | - - | 7 6 | 10 - | 11 8 |
| Richmond - - - - - | 7 6 | 8 4 | - - | 9 2 |
| Bishop Auckland - - - - - | 5 - | 5 6 | - - | 6 3 |
| Barnard Castle - - - - - | 7 11 | 8 4 | - - | 8 4 |

26 February 1880.

7. The Carriage of GRAIN from the undermentioned places to South Dock, Sunderland, or to Seaham, the rate is 10 s., viz., to—

| | | |
|-------------------------------------|---------------------|----------------------|
| Leeds, Staddlethorpe, Fimber, | Brough, Riccall, | Driffeld, Malton, |
|-------------------------------------|---------------------|----------------------|

but from Hull to Tyne Dock, Newcastle, it is 8 s. 4 d.

8. The Carriage of OIL CAKE from Newcastle to Darlington.

Imported Cake in 4 ton loads is 5 s. 10 d. per ton.

Home-made Cake in 4 ton loads is 6 s. 8 d. per ton.

December 1880.

The Charge for a Truck of Grazing STEERS.

| From— | | £. s. d. |
|--|-----------------|----------|
| Darlington to Berwick-on-Tweed - - - - - | About 107 miles | 2 11 6 |
| Barnard Castle, <i>via</i> Darlington, to Berwick-on-Tweed - - - - - | About 122 „ | 2 6 9 |
| Kirkby Stephen, <i>via</i> Darlington, to Berwick-on-Tweed - - - - - | About 145 „ | 2 6 9 |
| Kirkby Thore, <i>via</i> Darlington, to Berwick-on-Tweed - - - - - | About 160 „ | 2 6 9 |
| Tebay, <i>via</i> Darlington, to Berwick-on-Tweed - - - - - | About 157 „ | 2 6 9 |
| Richmond, <i>via</i> Darlington, to Berwick-on-Tweed - - - - - | About 122 „ | 3 1 - |
| | | or |
| | | 3 3 - |

NORTH EASTERN RAILWAY—Darlington Section.

| From MARSK To | Rates per Ton in 2 Ton Lots, per Goods' Trains. | Distance in Miles. |
|------------------------------|---|--------------------|
| | s. d. | |
| Darlington - - - - - | 5 8 | 26 |
| Stockton - - - - - | 4 - | 16 |
| Barnard Castle - - - - - | 8 4 | 42 |
| Kirkby Stephen - - - - - | 10 10 | 65 |
| York - - - - - | 10 5 | 62 |
| Northallerton - - - - - | 6 8 | 31 |
| LIVE STOCK in Medium Waggon. | | |
| | Cattle. | Sheep. |
| | £. s. d. | £. s. d. |
| Newcastle - - - - - | 1 12 - | 1 6 - |
| Northallerton - - - - - | - 19 3 | - 19 3 |
| | | Distance in Miles. |
| | | 57 |
| | | 31 |

Appendix, No. 6.

PAPER handed in by Mr. *Henry Harrison*, 7 April 1881.FREIGHT CHARGES TO AND FROM BLACKBURN, DARWEN,
CLITHEROE, &c.

| COMMODITY. | LIVERPOOL. | MANCHESTER. | Distance from Liverpool. | Distance from Manchester. |
|--------------------|---|---|--------------------------------|---------------------------------|
| BLACKBURN : | | | | |
| Cotton - - - | 11 s. 10 d. per ton, fetched and delivered. | - - - - | 35 miles. | — |
| Cotton Cloth - - | - - - - | 10 s. 10 d. per ton, fetched and delivered. | - - | 24½ miles. |
| Cotton Skips - - | - - - - | - ditto - - - | - - | - ditto. |
| Corn (Corn) - - | 8 s. 4 d. per ton, in 4-ton lots, fetched only. | - - - - | 35 miles. | — |
| „ (Flour) - - | 7 s. 6 d. per ton, in 4-ton lots, fetched only. | — | — | — |
| BURNLEY : | | | | |
| Cotton - - - | 13 s. 6 d. per ton, fetched and delivered. | - - - - | 46 miles. | — |
| Cotton Cloth - - | - - - - | 10 s. 10 d. per ton, fetched and delivered. | - - | 27½ miles. |
| Cotton Skips - - | - - - - | - ditto - - - | - - | - ditto. |
| Corn - - - | 9 s. 6 d. per ton, in 4-ton lots, fetched only. | - - - - | 46 miles. | — |
| Coal - - - | 3 s. 6 d. per ton, station to station, in consignor's trucks. | 2 s. 8 d. per ton, station to station, in consignor's trucks. | - ditto - | 27½ miles. |
| PRESTON : | | | | |
| Cotton - - - | 10 s. per ton, fetched and delivered. | - - - - | 28½ miles. | — |
| Cotton Cloth - - | - - - - | 12 s. 6 d. per ton, fetched and delivered. | - - | 30½ miles. |
| Cotton Skips - - | - - - - | - ditto - - - | - - | - ditto. |
| Corn - - - | 7 s. per ton, in 4-ton lots, fetched only. | - - - - | 28½ miles. | — |

FREIGHT CHARGES to and from BLACKBURN, DARWEN, CLITHEROE, &c.—*continued.*

| COMMODITY. | LIVERPOOL. | MANCHESTER. | Distance from Liverpool. | Distance from Manchester. |
|--------------------|--|---|--------------------------|---------------------------|
| DARWEN: | | | | |
| Cotton - - - | 11 s. per ton, fetched and delivered. | - - - - | 57 miles. | — |
| Cotton Cloths - - | - - - - | 10 s. per ton, fetched and delivered. | - - | 20 miles. |
| Cotton Skips - - | - - - - | - ditto - - - | - - | - ditto. |
| CLITHEROE: | | | | |
| Cotton - - - | 13 d. 4 d. per ton, fetched and delivered. | - - - - | 45½ miles. | — |
| Cotton Cloth - - | - - - - | 13 s. 4 d. per ton, fetched and delivered. | - - | 35 miles. |
| Cotton Skips - - | - - - - | - ditto - - - | - - | - ditto. |
| Paper - - - | 12 s. 6 d. per ton - - | 11 s. 8 d. per ton - - | 45½ miles - - | - ditto. |
| PADIHAM: | | | | |
| Cotton - - - | 14 s. 6 d. per ton, fetched and delivered. | - - - - | 43 miles. | — |
| Cotton Cloth - - | - - - - | 11 s. 10 d. per ton, fetched and delivered. | - - | 32 miles. |
| Cotton Skips - - | - - - - | - ditto - - - | - - | - ditto. |
| ACCRINGTON: | | | | |
| Cotton - - - | 13 s. 4 d. per ton, fetched and delivered. | - - - - | 40 miles. | — |
| Cotton Cloth - - | - - - - | 10 s. 10 d. per ton, fetched and delivered. | - - | 32 miles. |
| Cotton Skips - - | - - - - | 10 s. per ton, fetched and delivered. | - - | - ditto. |
| Corn - - - | 8 s. 9 d. per ton, fetched only (in 4-ton lots). | - - - - | 40 miles. | — |

Appendix, No. 7.

PAPER put in by Mr. *Muspratt*, and referred to in Question 3001.

TOLLS Charged for COAL from Neston Colliery to Stations on the Birkenhead Railway.

| STATIONS ON THE BIRKENHEAD RAILWAY. | Distance from Parkgate. | Maximum Rates, per Act of Parliament, less 3 d. per Ton for Waggon Hire. | Rates Demanded and Paid after 1st September 1880, at Expiration of Notice Refusing to Carry. | Tolls Offered by London and North Western and Great Western Joint Companies in January 1881. |
|--|-------------------------------|--|--|--|
| | Miles. | Per Ton. s. d. | Per Ton. s. d. | Per Ton. s. d. |
| Parkgate - - - - - | — | - 3 | - 9 | - 6 |
| Neston - - - - - | $\frac{3}{4}$ | - 3 | - 9 | - 6 |
| Hadlow-road - - - - - | 3 | - 3 | - 9 | - 9 |
| Hooton - - - - - | $4\frac{1}{4}$ | - 3 | - 9 | - 9 |
| Bromboro' - - - - - | 6 | - 3 | - 9 $\frac{1}{2}$ | - 9 |
| Spital - - - - - | $7\frac{1}{2}$ | - 4 $\frac{1}{2}$ | - 11 | - 11 |
| Bebington - - - - - | $8\frac{1}{2}$ | - 5 $\frac{1}{2}$ | 1 - $\frac{1}{2}$ | 1 - |
| Rock Ferry - - - - - | 10 | - 7 | 1 1 $\frac{1}{2}$ | 1 - |
| Grange Lane - - - - - | 11 | - 8 | } 1 2 $\frac{1}{2}$ | 1 - |
| Birkenhead Docks - - - - - | 12 | - 9 | | |
| Ledsham - - - - - | 6 | - 3 | - 9 | - 9 |
| Capenhurst - - - - - | 8 | - 5 | - 10 $\frac{1}{2}$ | - 10 |
| Mollington - - - - - | 10 | - 7 | 1 - $\frac{3}{4}$ | 1 - |
| Chester - - - - - | 13 | - 10 | 1 3 $\frac{1}{2}$ | 1 3 |
| Sutton - - - - - | 6 | - 3 | - 9 $\frac{1}{2}$ | - 9 |
| Helsby - - - - - | 13 | - 10 | 1 4 $\frac{3}{4}$ | 1 4 |
| Ellesmere Port Station - - - - - | $7\frac{1}{2}$ | - 4 $\frac{1}{2}$ | - 11 $\frac{1}{2}$ | - 11 $\frac{1}{2}$ |
| Ellesmere Docks, including tolls, exclusive of tipping. | 8 | - 5 | 1 2 $\frac{1}{2}$ | 1 2 |
| Ince - - - - - | 11 | - 8 | 1 2 $\frac{3}{4}$ | 1 2 |
| Dunham Hill - - - - - | 16 | 1 1 | 1 7 | 1 6 |
| Frodsham - - - - - | 16 | 1 1 | 1 7 | 1 6 |
| Halton - - - - - | $17\frac{3}{4}$ | 1 2 $\frac{3}{4}$ | 1 8 $\frac{3}{4}$ | 1 8 $\frac{3}{4}$ |
| Sutton Dock, including hauling, exclusive of branch tolls and tipping. | $16\frac{1}{4}$ | 1 1 $\frac{1}{4}$ | 1 8 $\frac{3}{4}$ | 1 8 $\frac{3}{4}$ |

| | Miles. | Railway Dues. | Dock Dues. | Tipping. | Total, Free on Board. |
|---|----------|------------------|---------------|----------|-----------------------------|
| | | s. d. | s. d. | s. d. | s. d. |
| Charges for shipment from district of Wigan to Garston. | 22 to 30 | 1 - | - 2 | - 3 | 1 5 |
| Charges for shipment from Parkgate to Birkenhead. | 12 | 1 - | - 2 | - 5 | 1 7 |
| Charges for shipment from Parkgate to Ellesmere Port. | 8 | 1 2 | - | - 3 | 1 5 |

Appendix, No. 8. - - - - -

PAPERS handed in by Mr. G. H. Simmonds, 2 May 1861.

STATEMENT showing the CLASS RATES charged by the GREAT NORTHERN RAILWAY
also the EXCEPTIONAL RATES

| Distance in Miles from York. | STATIONS. | CLASS RATES PER TON. | | | | | | | |
|---------------------------------------|----------------------|--|---|-----------------|------------------|-----------------|------------------|-----------------|----|
| | | Mineral Class. In Quantities of not less than Four Tons. | Special Class. In Quantities of not less than Two Tons. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | |
| | | | | | | | | | |
| | | | | | | | | | |
| In Quantities exceeding 500 lbs. | | | | | | | | | |
| | LOCAL. | s. s. | s. s. | c. d. | c. d. | c. d. | c. d. | c. d. | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 32 | Wakefield - - - - | 4 2 | 8 4 | 13 4 | 16 8 | 21 8 | 29 2 | 40 - | 1 |
| 34 | Doncaster - - - - | - | 7 6 | 12 6 | 16 8 | 20 - | 25 - | 35 - | 2 |
| 37 | Batley - - - - | 5 - | 8 4 | 13 4 | 16 8 | 20 - | 23 4 | 28 4 | 3 |
| 42 | Bradford - - - - | 5 - | 8 4 | 13 4 | 16 8 | 20 - | 23 4 | 28 4 | 4 |
| 50 | Halifax - - - - | 5 5 | 10 - | 15 - | 18 4 | 21 8 | 26 8 | 33 4 | 5 |
| 70 | Lincoln - - - - | - | 11 8 | 17 6 | 21 8 | 27 6 | 36 8 | 50 - | 6 |
| 84 | Grantham - - - - | - | 12 6 | 20 10 | 26 8 | 32 6 | 46 8 | 60 - | 7 |
| 93 | Melton Mowbray - - - | - | 16 8 | 31 8 | 38 4 | 47 6 | 63 4 | 95 - | 8 |
| 102 | Boston - - - - | - | 12 6 | 20 10 | 26 8 | 32 6 | 46 8 | 60 - | 9 |
| 102 | Ilkeston - - - - | - | 12 6 | 25 - | 30 - | 37 6 | 50 - | 75 - | 10 |
| 105 | Stamford - - - - | - | 15 - | 22 6 | 28 4 | 34 2 | 49 2 | 65 - | 11 |
| 110 | Alford - - - - | - | 15 - | 23 4 | 29 2 | 35 - | 50 - | 65 - | 12 |
| 111 | Derby - - - - | - | 11 8 | 19 2 | 25 - | 30 - | 41 8 | 55 - | 13 |
| 113 | Peterborough - - - | - | 15 - | 23 4 | 29 2 | 35 - | 50 - | 65 - | 14 |
| 115 | Spalding - - - - | - | 15 - | 23 4 | 29 2 | 35 - | 50 - | 65 - | 15 |
| 126 | Ramsey - - - - | - | 16 8 | 26 8 | 32 6 | 38 4 | 55 - | 70 - | 16 |
| 135 | Northampton - - - | 10 5 | 16 8 | 25 10 | 30 10 | 37 6 | 50 - | 60 - | 17 |
| 157 | Hitchin - - - - | - | 18 4 | 30 - | 35 - | 43 4 | 60 - | 75 - | 18 |
| 162 | Baldock - - - - | - | 20 10 | 31 8 | 40 - | 48 4 | 70 - | 100 - | 19 |
| 189 | London - - - - | - | 20 - | 33 4 | 40 - | 50 - | 66 8 | 75 - | 20 |
| 191 | Dunstable - - - - | - | 20 - | 33 4 | 45 - | 50 - | 66 8 | 80 - | 21 |

Notes.—The charges in the Table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owners' risk.
S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.
C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.
The rates for cattle and sheep are not given in the Rate Books sent to the Board of Trade, but have been supplied by the Company. The cattle station at York being about one mile north of the goods station, the live stock are carried a little farther than the distances shown in this Table.

Appendix, No. 8.

PAPERS handed in by Mr. G. H. Simmonds, 2 May 1881.

COMPANY for the Carriage of GOODS between YORK and the undermentioned STATIONS, and charged for certain ARTICLES.

| EXCEPTIONAL RATES PER TON. | | | | | | | | | CATTLE AND SHEEP.* | | | Milk by Passenger Trains, per Gallon. |
|--|---|--|---|----------------------|------------------------|------------------------|------------------------|-----------------------------------|------------------------------------|-----------------------------------|-------|--|
| Grain. | | Packed Manure. | | Hay and Straw. | Ale. | | | | | | | |
| In Quantities of not less than Two Tons. | In Quantities of not less than Four Tons. | In Quantities of not less than Two Tons. | In Quantities of not less than Four Tons. | | In any Quantity. | In One Ton Lots. | In Two Ton Lots. | Small Trucks, per Truck. | Medium Trucks, per Truck. | Large Trucks, per Truck. | | |
| | s. s. | s. s. | s. s. | s. s. | s. s. | c. d. | | s. s. | s. s. | s. s. | s. s. | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 1 | 6 8 | - | - | - | - | 11 8 | - | - | 17 - | 19 - | 20 9 | - |
| 2 | 6 8 | - | - | 5 10 | - | - | - | - | 18 - | 20 9 | 23 6 | - |
| 3 | - | - | - | -(a) | - | - | - | - | - | - | - | - |
| 4 | - | - | - | -(b) | - | - | - | - | 19 6 | 22 6 | 25 6 | - |
| 5 | - | - | - | -(c) | - | - | - | - | 23 6 | 27 3 | 30 9 | - |
| 6 | 10 - | - | - | -(d) | - | - | - | - | 35 - | 39 6 | 46 6 | - |
| 7 | 11 8 | - | - | - | - | - | - | - | 41 9 | 47 - | 55 9 | - |
| 8 | - | - | - | - | - | - | - | - | 45 6 | 51 6 | 61 - | - |
| 9 | - | - | - | - | - | - | - | - | 50 - | 56 3 | 66 9 | - |
| 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| 11 | 13 4 | - | - | - | - | - | - | - | 50 - | 56 3 | 66 9 | - |
| 12 | - | - | - | - | - | - | - | - | - | - | - | - |
| 13 | - | - | - | - | - | - | - | - | 40 3 | 45 6 | 54 - | - |
| 14 | 13 4 | - - | - | - | - | - | - | - | 53 6 | 60 6 | 69 9 | - |
| 15 | 14 2 | 12 6 | - | - | - | - | - | - | 54 3 | 61 6 | 71 - | - |
| 16 | 15 10 | - | - | - | - | - | - | - | - | - | - | - |
| 17 | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | 16 8 | - | - | - | - | - | - | - | 73 6 | 83 3 | 96 3 | - |
| 19 | - | - | - | - | - | - | - | - | - | - | - | - |
| 20 | - | 15 (e) | - | 15 - | - | 23 4 | - | - | 88 3 | 100 - | 115 9 | - |
| 21 | - | 18 4 | - | - | - | - | - | - | - | - | - | - |

(*) The rate for shoddy manure from Batley to York, in quantities of not less than four tons, is 7 s. 6 d., s. s., per ton.
(b) The rate for night soil from Bradford to York, in quantities of not less than four tons, is 4 s. 2 d., s. s., per ton, if carried in consignor's waggons, and 4 s. 8 d., s. s., per ton, if carried in Company's waggons.
(c) The rate for shoddy manure from Halifax to York, in quantities of not less four tons, is 6 s. 8 d. s. a. per ton.
(d) The rate for packed manure, in quantities of not less than three tons, is 10 s., s. s., per ton.
(e) The rate for flour, in quantities of not less than four tons, is 13 s. 4 d., s. s., per ton.

STATEMENT showing the CLASS RATES charged by the GREAT NORTHERN RAILWAY
and also the EXCEPTIONAL RATES

| Distance in Miles from Hun- tingdon. | STATIONS. | CLASS RATES PER TON. | | | | | | | |
|--|-----------------------|---|--|--------|--------|--------|--------|--------|----|
| | | Mineral Class. | Special Class. | First | Second | Third | Fourth | Fifth | |
| | | In Quantities of not less than Four Tons. | In Quantities of not less than Two Tons. | Class. | Class. | Class. | Class. | Class. | |
| | | In Quantities exceeding 500 lbs. | | | | | | | |
| | LOCAL. | s. s. | s. s. | C. D. | C. D. | C. D. | C. D. | C. D. | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 18 | Biggleswade - - N. C. | 2 9 | 4 9 | 11 8 | 12 6 | 14 2 | 16 8 | 20 - | 1 |
| 34 | Stamford - - - C. | 3 0 | 6 9 | 14 2 | 15 - | 17 6 | 23 4 | 28 4 | 2 |
| 41 | Hatfield - - - N. C. | 4 8 | 8 - | 15 10 | 17 6 | 21 8 | 25 10 | 30 10 | 3 |
| 47 | Grantham - - - N. C. | 5 1 | 8 9 | 17 1 | 18 4 | 23 4 | 27 6 | 33 4 | 4 |
| 59 | London - - - C. | 5 10 (*) | 11 8 | 17 6 | 21 8 | 25 - | 32 6 | 40 - | 5 |
| 62 | Slough - - - N. C. | 5 8 | 10 - | 17 11 | 20 - | 24 2 | 30 - | 38 4 | 6 |
| 69 | Melton Mowbray - - C. | 5 10 | 10 - | 15 10 | 19 2 | 23 4 | 27 6 | 33 4 | 7 |
| 80 | Retford - - - C. | 6 8 (e) | 12 6 | 19 2 | 21 8 | 25 - | 32 6 | 44 2 | 8 |
| 82 | Louth - - - N. C. | 6 8 | 12 6 | 21 3 | 22 6 | 27 6 | 35 10 | 47 6 | 9 |
| 87 | Gainsborough - - C. | 6 11 | 14 2 | 21 3 | 22 6 | 27 6 | 35 10 | 47 6 | 10 |
| 99 | Burton - - - C. | - - | 11 8 | 20 - | 22 6 | 27 6 | 33 4 | 40 - | 11 |
| 118 | Wakefield - - - C. | 9 2 | 15 10 | 25 - | 30 - | 36 8 | 45 - | 55 - | 12 |
| 120 | Ossett - - - N. C. | 10 - | 16 8 | 25 10 | 31 8 | 37 6 | 45 - | 55 - | 13 |
| 123 | Dewsbury - - - C. | 10 - | 16 8 | 25 10 | 31 8 | 37 6 | 45 - | 55 - | 14 |
| 133 | Bradford - - - C. | 10 - | 17 6 | 26 8 | 32 6 | 38 4 | 46 8 | 55 - | 15 |
| | FOREIGN. | | | | | | | | |
| 107 | Reading - - - - | - - | 15 - | 25 - | 30 - | 36 8 | 45 - | 55 - | 16 |
| 114 | Barnsley - - - - | 9 2 | 15 - | 22 6 | 26 8 | 33 4 | 41 8 | 50 - | 17 |
| 123 | Cauterbury - - - - | - - | 20 - | 28 4 | 33 4 | 42 6 | 60 10 | 77 6 | 18 |
| 129 | Hastings - - - - | - - | 20 - | 30 - | 35 - | 45 - | 60 - | 71 8 | 19 |
| 137 | Portsmouth - - - - | - - | 21 8 | 30 10 | 38 4 | 46 8 | 57 6 | 70 - | 20 |
| 161 | Warrington - - - - | - - | 18 4 | 26 8 | 31 8 | 40 - | 55 - | 65 - | 21 |
| 173 | Darlington - - - - | - - | 20 - | 30 8 | 45 - | 53 4 | 71 8 | 90 - | 22 |
| 178 | Liverpool (f) - - - - | 12 6 | 18 4 | 26 8 | 31 8 | 40 - | 55 - | 70 - | 23 |
| 190 | Hartlepool - - - - | - - | 21 8 | 33 4 | 41 8 | 50 - | 70 - | 85 - | 24 |
| 229 | Morpeth - - - - | - - | 26 8 | 41 8 | 51 8 | 61 8 | 85 - | 110 - | 25 |
| 272 | Carlisle - - - - | - - | 26 8 | 35 - | 43 4 | 55 - | 75 - | 85 - | 26 |
| 278 | Berwick - - - - | - - | 28 4 | 42 6 | 52 6 | 65 10 | 90 - | 110 - | 27 |
| 337 | Edinburgh - - - - | - - | 31 8 | 40 - | 50 - | 63 4 | 93 4 | 115 - | 28 |
| 383 | Glasgow - - - - | - - | 31 8 | 40 - | 50 - | 63 4 | 93 4 | 115 - | 29 |
| 392 | Dundee - - - - | - - | 35 - | 41 8 | 51 8 | 68 4 | 95 - | 120 - | 30 |
| 476 | Aberdeen - - - - | - - | 35 - | 45 - | 56 8 | 73 4 | 100 - | 125 - | 31 |
| 518 | Elgin - - - - | - - | 40 - | 51 8 | 65 - | 83 4 | 115 - | 140 - | 32 |

Notes.—The charges in the Table are for goods (uninsured), conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owners' risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

C. signifies that the station is a competitive station.

N. C. signifies that the station is a non-competitive station.

(*) The rate for stable manure, in quantities of not less than four tons, is 4 s. 6 d., s. s., per ton.

(b) The rate for grain, in quantities of not less than four tons, is 8 s. 4 d., s. s., per ton.

The rate for imported grain from London to Huntingdon, in quantities of not less than 10 tons, is 7 s. 6 d., s. s., per ton.

The rate for imported grain from London to Huntingdon, in quantities of not less than 20 tons, is 6 s. 8 d., s. s., per ton.

The rate for flour, in quantities of not less than five tons, is 6 s., s. s., per ton.

The rate for flour, in quantities of not less than four tons, is 7 s. 4 d., s. s., per ton.

COMPANY for the Carriage of GOODS between HUNTINGDON and the undermentioned STATIONS, charged for certain ARTICLES.

| EXCEPTIONAL RATES PER TON. | | | | | | | | | CATTLE AND SHEEP. | | | | | | Milk by Passenger Train, per Gallon (a). |
|--|---|--|---|----------------------|-----------------------------|------------------------|------------------------|-----------------------------|---------------------------------|-----------------------------|----------------|----------------|----------------|---------------|---|
| Grain. | | Packed Manure. | | Hay and Straw. | Ale. | | | Small Trucks, per Truck. | Medium Trucks, per Truck. | Large Trucks, per Truck. | | | | | |
| In Quantities of not less than Two Tons. | In Quantities of not less than Four Tons. | In Quantities of not less than Two Tons. | In Quantities of not less than Four Tons. | | In any Quan- tity. | In One Ton Lots. | In Two Ton Lots. | | | | | | | | |
| s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | d. | | |
| 1 | 4 7 | 4 2 | - | 4 - | 8 3 | - | - | - | 10 - | 11 6 | 13 - | 1 1/2 | | | |
| 2 | - | - | - | 6 8 | 12 11 | - | - | - | 18 - | 21 - | 23 9 | 1 1/2 | | | |
| 3 | - | - | 7 1 | - | 15 - | - | - | - | 21 6 | 25 - | 28 6 | 1 | | | |
| 4 | - | - | - | 7 4 | 16 9 | - | - | - | 24 6 | 28 6 | 32 6 | 1 | | | |
| 5 | - | (b) | 10 - | 9 2 | 19 2 | - | - | 12 6 | 29 3 | 33 - | 39 3 | 1 | | | |
| 6 | - | - | - | 8 6 | 18 6 | - | - | - | 30 9 | 34 9 | 41 - | 1 | | | |
| 7 | - | - | - | - | - | - | - | - | 29 6 | 31 - | 35 8 | 1 | | | |
| 8 | - | 10 10 | - | 10 4 | - | - | - | - | 39 6 | 44 6 | 52 6 | 1 | | | |
| 9 | - | - | - | 10 6 | - | - | - | - | 40 3 | 45 6 | 54 - | 1 | | | |
| 10 | - | - | - | 10 8 | - | - | - | - | 42 9 | 48 3 | 57 3 | 1 1/4 | | | |
| 11 | (a) | - | - | - | - | 12 6 | - | - | - | - | - | 1 | | | |
| 12 | - | 13 4 | - | - | - | - | - | - | 54 9 | 62 - | 71 9 | 1 1/2 | | | |
| 13 | - | 15 - | - | - | - | - | - | - | 56 - | 63 6 | 73 6 | 1 1/2 | | | |
| 14 | - | 15 - | - | - | - | - | - | - | 57 6 | 65 - | 75 3 | 1 1/2 | | | |
| 15 | - | 15 - | - | - | - | - | - | - | 62 - | 70 3 | 81 6 | 1 1/2 | | | |
| 16 | - | 12 6 (c) | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 17 | - | 14 2 | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 18 | - | - | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 19 | - | - | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 20 | - | - | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 21 | - | 16 8 | - | - | - | - | - | - | 71 3 | 80 9 | 93 6 | - | | | |
| 22 | - | 17 6 | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 23 | - | 15 - | - | (b) | - | - | - | - | No rates at present in force. | | | - | | | |
| 24 | - | 17 6 | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 25 | - | 23 4 | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 26 | - | 24 2 | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 27 | - | 23 4 | - | - | - | - | - | - | No rates at present in force. | | | - | | | |
| 28 | - | 28 4 | - | - | - | - | - | - | Cattle. (m) | Sheep. (m) | Cattle. (m) | Sheep. (m) | Cattle. (m) | Sheep. (m) | - |
| 29 | - | 29 2 | - | - | - | - | - | - | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | - |
| 30 | - | 30 10 | - | - | - | - | - | - | 148 - | 134 - | 162 - | 148 - | 190 - | 176 - | - |
| 31 | - | 32 6 | - | - | - | - | - | - | 150 9 | 136 6 | 165 - | 150 9 | 193 6 | 179 3 | - |
| 32 | - | - | - | - | - | - | - | - | 173 - | 156 6 | 189 3 | 173 - | 222 - | 205 9 | - |
| | | | | | | | | | 201 - | 182 - | 220 - | 201 - | 258 - | 239 - | - |
| | | | | | | | | | 201 - | 184 3 | 220 - | 205 9 | 258 - | 248 9 | - |

(^a) The rate for stable manure, in quantities of not less than four tons, is 6 s. 6 d., s. s., per ton.

(^b) The rate for malt and barley, in any quantity, is 9 s. 6 d., s. s., per ton.

(^c) The rate for flour, in quantities of not less than four tons, is 10 s. 10 d., s. s., per ton.

(^d) The rates for Liverpool do not include collection or delivery at that place, except in certain cases for grain. If the grain is collected by the company the rate varies from 15 s. 6 d. to 15 s. 10 d. per ton, according to the docks or places from which it is collected.

(^e) The rate for packed manure, in quantities of not less than three tons, is 15 s., s. s., per ton.

(^m) These rates are not in the Rate Book sent to the Board of Trade, but have been supplied by the Company.

(ⁿ) There is a minimum charge for the carriage of milk, varying from 6 d. to 1 s., according to distance.

STATEMENT showing the CLASS RATES charged by the GREAT NORTHERN RAILWAY
also the EXCEPTIONAL RATES

| Distance in Miles from Newark. | STATIONS. | CLASS RATES PER TON. | | | | | | | |
|---|-----------------------|---|--|----------------------------------|------------------|-----------------|------------------|-----------------|----|
| | | Mineral Class. | Special Class. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | |
| | | In Quantities of not less than Four Tons. | In Quantities of not less than Two Tons. | In Quantities exceeding 500 lbs. | | | | | |
| | | | | | | | | | |
| | LOCAL. | s. s. | s. s. | c. d. | c. d. | c. d. | c. d. | c. d. | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 15 | Grantham - - N. C. | 2 6 | 4 - | 10 5 | 11 8 | 12 6 | 15 - | 17 6 | 1 |
| 23 | Nottingham - - - C. | 2 8 | 3 7 | 8 9 | 10 - | 11 8 | 15 - | 20 - | 2 |
| 31 | Lincoln - - - C. | 2 8 | 3 4 | 8 9 | 10 - | 11 8 | 15 - | 20 - | 3 |
| 36 | Doncaster - - - C. | 4 3 | 7 11 | 15 - | 16 8 | 20 - | 25 - | 28 4 | 4 |
| 38 | Boston - - - N. C. | 4 5 | 7 9 | 15 - | 16 8 | 19 2 | 24 2 | 28 4 | 5 |
| 40 | Hallaton - - - N. C. | 4 7 | 8 - | 15 - | 16 8 | 19 2 | 24 2 | 28 4 | 6 |
| 42 | Derby - - - C. | 3 10 | 5 10 | 11 8 | 13 4 | 16 8 | 20 - | 25 - | 7 |
| 44 | Peterborough - - C. | 4 11 | 8 9 | 15 10 | 17 6 | 21 8 | 25 10 | 31 8 | 8 |
| 61 | Louth - - - N. C. | 5 8 | 10 - | 17 11 | 20 - | 24 2 | 30 - | 38 4 | 9 |
| 65 | Leeds - - - C. | 6 3 | 10 10 | 17 6 | 21 8 | 25 10 | 30 - | 36 3 | 10 |
| 66 | Northampton - - C. | 6 8 | 10 - | 16 8 | 20 10 | 25 - | 30 - | 36 8 | 11 |
| 68 | St. Neots - - - N. C. | 5 10 | 10 10 | 17 11 | 20 - | 24 2 | 30 - | 38 4 | 12 |
| 75 | G. Grimsby - - - C. | 6 8 | 9 2 | 14 2 | 16 8 | 20 - | 26 8 | 36 8 | 13 |
| 79 | Halifax - - - C. | 7 6 | 11 8 | 19 2 | 23 4 | 28 4 | 33 4 | 40 - | 14 |
| 88 | Hitchin - - - C. | 6 11 | 13 4 | 21 3 | 22 6 | 27 6 | 35 10 | 47 6 | 15 |
| 120 | London - - - C. | 9 2 | 15 10 | 25 - | 30 - | 40 - | 50 - | 65 - | 16 |
| | FOREIGN. | | | | | | | | |
| 42 | Sheffield - - - - | - - | 7 11 | 15 10 | 17 6 | 23 4 | 27 6 | 35 - | 17 |
| 83 | Manchester - - - - | 8 4 | 13 4 | 20 - | 23 4 | 26 8 | 40 - | 50 - | 18 |
| 112 | Darlington - - - - | - - | 16 8 | 25 - | 31 8 | 37 6 | 48 4 | 63 4 | 19 |
| 117 | Liverpool (e) - - - | 10 - | 15 - | 20 - | 23 4 | 26 8 | 40 - | 50 - | 20 |
| 135 | Durham - - - - | - - | 17 6 | 30 - | 35 - | 45 - | 60 - | 80 - | 21 |
| 152 | Newcastle - - - - | - - | 16 8 | 30 - | 35 - | 45 - | 60 - | 80 - | 22 |
| 177 | Brighton - - - - | - - | 23 4 | 35 - | 41 8 | 56 8 | 71 8 | 90 - | 23 |
| 184 | Canterbury - - - - | - - | 23 4 | 35 10 | 43 4 | 57 6 | 75 - | 100 - | 24 |
| 200 | Dover - - - - | - - | 23 4 | 35 10 | 43 4 | 57 6 | 75 - | 100 - | 25 |
| 202 | Southampton - - - | - - | 25 - | 35 - | 43 4 | 53 4 | 70 - | 90 - | 26 |
| 209 | Salisbury - - - - | - - | 25 - | 37 6 | 43 4 | 58 4 | 73 4 | 95 - | 27 |
| 275 | Edinburgh - - - - | - - | 28 4 | 36 8 | 43 4 | 51 8 | 73 4 | 96 8 | 28 |
| 322 | Glasgow - - - - | - - | 28 4 | 36 8 | 43 4 | 56 8 | 76 8 | 103 4 | 29 |
| 325 | Perth - - - - | - - | 31 8 | 40 - | 48 4 | 60 - | 83 4 | 106 8 | 30 |
| 469 | Inverness - - - - | - - | 40 - | 50 - | 60 - | 71 8 | 103 4 | 126 8 | 31 |

Notes.—The charges in the Table are for goods (uninsured) conveyed at the company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the company.

C. signifies that the station is a competitive station.

N. C. signifies that the station is a non-competitive station.

(a) The rate for imported grain (from Boston to Newark), in quantities of not less than 10 tons, is 5 s. 4 d., s.s., per ton, including portage ex-ship.

(b) The rate for bones for manure, in quantities of not less than two tons, is 10 s. 10 d., s. s., per ton.

COMPANY for the Carriage of GOODS between NEWARK and the undermentioned STATIONS, and charged for certain ARTICLES.

| EXCEPTIONAL RATES PER TON. | | | | | | | | | CATTLE AND SHEEP. | | | | Milk by Passenger Train, per Gallon. (g) | | |
|--|---|--|---|----------------|------------------|------------------|------------------|--------------------------|-------------------------------|--------------------------|-------------|------------|--|------------|---|
| Grain. | | Packed Manure. | | Hay and Straw. | Ale. | | | Small Trucks, per Truck. | Medium Trucks, per Truck. | Large Trucks, per Truck. | | | | | |
| In Quantities of not less than Two Tons. | In Quantities of not less than Four Tons. | In Quantities of not less than Two Tons. | In Quantities of not less than Four Tons. | | In any Quantity. | In One Ton Lots. | In Two Ton Lots. | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | s. s. | s. s. | s. s. | s. s. | s. s. | s. d. | s. d. | s. d. | s. s. | s. s. | s. s. | d. | | | |
| 1 | 3 4 | - | 3 6 | - | 7 5 | - | { C. D. 8 - } | { s. s. 5 5 } | 8 6 | 9 9 | 11 - | - 1/4 | | | |
| 2 | 2 6 | - | - | - | 7 6 | - | - | { s. s. 5 - } | 9 6 | 11 - | 12 6 | - 1/4 | | | |
| 3 | - | - | - | - | - | { C. 8 9 } | - | { s. s. 5 - } | 8 - | 9 3 | 10 6 | - 1/2 | | | |
| 4 | - | 6 8 | 7 1 | - | - | { s. s. 7 6 } | - | - | 19 - | 22 - | 25 - | - 1/4 | | | |
| 5 | 6 8 (a) | - | 6 10 | - | 14 1 | - | - | { s. s. 9 2 } | 20 - | 23 3 | 26 6 | - 1/4 | | | |
| 6 | - | - | 7 - | - | 14 8 | - | - | - | 21 - | 24 6 | 27 9 | - 1/4 | | | |
| 7 | 4 6 | - | - | - | 12 9 | { s. s. 6 - } | - | - | 25 6 | 25 6 | 27 9 | - 1/4 | | | |
| 8 | 7 6 | - | 6 9 | - | - | { C. D. 11 6 } | - | { s. s. 10 - } | 23 - | 26 9 | 30 6 | 1 | | | |
| 9 | - | - | 8 5 | - | 18 3 | - | { C. D. 15 - } | - | 30 3 | 34 - | 40 6 | 1 | | | |
| 10 | - | 8 4 | - | - | - | - | - | - | 32 3 | 36 3 | 43 - | 1 | | | |
| 11 | - | - | - | - | - | - | - | - | 37 3 | 42 3 | 47 3 | 1 | | | |
| 12 | - | 9 2 | 9 1 | - | 20 - | - | - | - | 33 9 | 38 - | 45 - | 1 | | | |
| 13 | 8 - | - | 7 6 | - | - | - | { C. D. 10 2 } | - | 29 9 | 33 6 | 39 9 | 1 | | | |
| 14 | - | 10 10 | - | - | - | - | - | - | 39 - | 43 9 | 52 - | 1 | | | |
| 15 | 10 - | - | - | (b) | - | - | - | - | 43 3 | 48 9 | 58 - | 1 1/2 | | | |
| 16 | - | 11 8 | - | 10 - | - | { C. D. 18 4 } | - | { s. s. 14 2 } | 45 - | 50 - | 56 - | 1 1/2 | | | |
| 17 | - | 7 6 | 6 3 | - | 15 10 | - | - | - | 22 - | 25 6 | 29 - | - | | | |
| 18 | 10 10 | - | - | (c) | - | { C. D. 15 - } | - | - | 39 9 | 45 - | 53 3 | - | | | |
| 19 | - | 13 4 | - | - | - | - | - | - | 52 6 | 59 6 | 68 9 | - | | | |
| 20 | - | 12 6 (e) | 13 4 | - | - | - | - | { s. s. 15 - } | No rates at present in force. | | | | | | |
| 21 | 16 8 | 13 4 | - | - | - | - | - | - | | | | | | | |
| 22 | - | 14 2 (d) | - | 13 4 | - | - | - | - | | | | | | | |
| 23 | - | - | - | - | - | - | - | - | | | | | | | |
| 24 | - | 18 4 | - | - | - | - | - | - | | | | | | | |
| 25 | - | 18 4 | - | - | - | - | - | - | | | | | | | |
| 26 | - | 20 - | - | 19 2 | - | - | - | - | | | | | | | |
| 27 | - | 20 - | - | - | - | - | - | - | | | | | | | |
| 28 | - | 21 8 (f) | - | - | - | - | - | - | Cattle. (h) | Sheep. (h) | Cattle. (h) | Sheep. (h) | Cattle. (h) | Sheep. (h) | - |
| 29 | - | 24 2 | - | - | - | - | - | - | 121 - | 109 6 | 132 3 | 121 - | 155 3 | 143 9 | - |
| 30 | - | 27 6 | - | - | - | - | - | - | 124 - | 112 3 | 135 9 | 124 - | 159 - | 147 6 | - |
| 31 | - | 29 2 | - | - | - | - | - | - | 142 9 | 129 3 | 156 3 | 142 9 | 183 3 | 169 9 | - |
| | - | - | - | - | - | - | - | - | 205 9 | 186 3 | 225 3 | 205 9 | 264 3 | 244 9 | - |

(c) The rate for corporation packed manure in bags and in quantities of four tons, is 11 s. 8 d., s. s., per ton from Manchester to Newark.

(d) The rate for grain intended for export, in quantities of not less than four tons, is 9 s. 2 d., s. s., per ton. The same rate is charged or grain imported and carried from Newcastle to Newark.

(e) The rates for Liverpool do not include collection or delivery at that place, except in certain cases for grain. If the grain is collected by the company the rate varies from 13 s. to 13 s. 4 d. per ton, according to the docks or places from which it is collected.

(f) Flour in quantities of not less than four tons is charged 20 s., s. s., per ton.

(g) There is a minimum charge for the carriage of milk, varying from 6 d. to 1 s., according to distance.

(h) These rates are not in the rate book sent to the Board of Trade, but have been supplied by the company.

COAL RATES.

STATEMENT showing the DISTANCES between certain COLLIERIES and NEWARK and HUNTINGDON STATIONS, and the CHARGES made by the GREAT NORTHERN RAILWAY COMPANY for the Conveyance of COAL between them in the COLLIERY OWNERS' WAGGONS.

| COAL PITS. | NEWARK. | | HUNTINGDON. | |
|---------------------|------------------------------|--|----------------------------------|--|
| | Distance in Miles to Newark. | Full Loads Carried in Owners' Waggon, per Ton. | Distance in Miles to Huntingdon. | Full Loads Carried in Owners' Waggon, per Ton. |
| Babbington - - - - | 27 | s. d. 2 4 | 73 | s. d. 6 - |
| Codnor Park - - - - | 36 | 2 8 | 82 | 6 5 |
| Pinxton - - - - - | 38 | 2 6 | 84 | 6 5 |
| Elsecar - - - - - | 50 | 3 8 | 111 | 7 5 |
| Wombwell - - - - - | 50 | 3 8 | 111 | 7 5 |
| Lambton - - - - - | 132 | 5 10 | 193 | 9 1 |
| South Pontop - - - | 148 | 6 4 | 209 | 9 7 |

Note.—These rates are not in the rate-book sent to the Board of Trade, but have been supplied by the Company.
The rate allowed by Act of Parliament, 13 & 14 Vict. c. 61, is 1d. per ton per mile for any less distance than 24 miles, and $\frac{3}{4}$ d. per ton per mile for any greater distance.

MAXIMUM RATES authorised to be CHARGED by the GREAT NORTHERN RAILWAY COMPANY'S ACT of 1850, 13 & 14 Vict. c. 61, for Conveyance (only) of ARTICLES mentioned in the Act (except Live Stock singly), and the Class or Classes in which such Articles are included in the Clearing House Classification Book, also MAXIMUM RATES per Truck for the Carriage of LIVE STOCK authorised by the Company's Act of 1877, 40 & 41 Vict. c. 80, Sect. 29.

| ARTICLE. | | Rate per Mile. | | CLASS. |
|---|-----------|-------------------------|---------------------|---|
| | | Not Exceeding 24 Miles. | Exceeding 24 Miles. | |
| Coal - - - - - | per ton - | 1 d. | $\frac{3}{4}$ d. | Not in goods classification. Mineral. |
| Cannel - - - - - | | | | |
| Culm - - - - - | | | | |
| Coke - - - - - | | | | |
| Slack - - - - - | | | | |
| Cinders - - - - - | - - - | - - - | - - - | - - - |
| Dung - - - - - | per ton - | Not Exceeding 15 Miles. | Exceeding 15 Miles. | Mineral. " Mineral (except packed manure). Mineral. " " S. 1st. and 2nd. Mineral. " " " " |
| Compost - - - - - | | | | |
| All sorts of manure - - - - - | | | | |
| Lime - - - - - | | | | |
| Limestone - - - - - | | | | |
| Materials for the repair of public roads, undressed - | per ton - | 1 $\frac{1}{2}$ d. | 1 $\frac{1}{2}$ d. | S. 1st. and 2nd. Mineral. " " " " |
| Charcoal - - - - - | | | | |
| Stones for building, pitching, and paving - - - - - | | | | |
| Bricks and tiles - - - - - | | | | |
| Slates - - - - - | | | | |
| Clay - - - - - | per ton - | 1 $\frac{1}{2}$ d. | 1 $\frac{1}{2}$ d. | Special. 1st Class. |
| Sand - - - - - | | | | |
| Ironstone and iron ore - - - - - | | | | |
| Iron, not damageable - - - - - | | | | |
| Iron, damageable - - - - - | | | | |
| Sheet iron - - - - - | per ton - | 1 $\frac{1}{2}$ d. | 1 $\frac{1}{2}$ d. | 1st Class. |
| Hoop iron - - - - - | | | | |
| Other descriptions of wrought iron - - - - - | - - - | - - - | - - - | - - - |

MAXIMUM RATES Charged by the Great Northern Railway Company's Act, 1850, &c.—*continued.*

| A R T I C L E. | | Rate per Mile. | | C L A S S. |
|---|-----------|------------------------|--------------------------|--|
| | | Less than 50 Miles. | 50 Miles and Upwards. | |
| Sugar - - - - - | per ton - | 2½ d. | 2 d. | 1st and 3rd. Special. |
| Grain - - - - - | | | | " |
| Corn - - - - - | | | | " |
| Flour - - - - - | | | | 1st, 2nd, and 3rd. Special and 1st. |
| Hides - - - - - | | | | 3rd. |
| Dyewoods - - - - - | | | | 1st, 2nd, 3rd, and 5th. Special. |
| Manchester packs - - - - - | | | | " |
| Earthenware - - - - - | | | | S., 1st, 2nd, 3rd, 4th, and 5th. |
| Timber - - - - - | | | | 3rd. |
| Staves - - - - - | | | | 1st. |
| Deals - - - - - | | | | Special. |
| Metals - - - - - | | | | 2nd. Special |
| Hardware in Cases - - - - - | per ton - | 3 d. | 2½ d. | 1st. |
| Nails - - - - - | | | | 2nd. |
| Anvils - - - - - | | | | 4th. |
| Vices - - - - - | | | | |
| Chains - - - - - | per ton - | 3½ d. | 3 d. | 1st, 2nd, 3rd, 4th, and 5th. |
| Cotton - - - - - | | | | 5th. |
| Wool - - - - - | | | | 3rd and 4th. |
| Manufactured goods - - - - - | | | | 4th, 5th, and 5th with 20 % add. |
| Fish - - - - - | per ton - | 3½ d. | 3 d. | 3rd, 4th, and 5th. |
| Feathers - - - - - | | | | 3rd, 4th, and 5th. |
| Canes - - - - - | | | | 4th. |
| Cochineal - - - - - | | | | All. |
| Furniture - - - - - | per ton - | 3½ d. | 3 d. | |
| Hats - - - - - | | | | |
| Shoes - - - - - | | | | |
| Toys - - - - - | | | | |
| All other matters, articles, and things - - - - - | each - | 4½ d. | | |
| Carriage - - - - - | | | | |
| Cattle : | | | | |
| For a truck for six oxen - - - - - | per truck | 6 d. | | |
| " " nine oxen - - - - - | " | 7 d. | | |
| " " more than nine oxen - - - - - | " | 8 d. | | |
| Sheep : | per truck | 6 d. | | |
| For a truck for not more than 25 - - - - - | | | | |
| " " " 35 - - - - - | | | | |
| For a truck for more than 35 - - - - - | | | | |

Note.—The following paragraphs in the Act 13 & 14 Vict. c. 61, refer to the rates that may be charged by the company for the carriage of goods.

(Page 839.)

And with respect to the conveyance of goods and minerals, the said companies may lawfully demand and receive as their maximum rate of charge for the conveyance thereof along their railways, including the tolls for the use of the railways and waggons or trucks and locomotive power, and every expense incidental to such conveyance, except a reasonable sum for loading, covering, and unloading, and for delivery and collection, and any other services incidental to the business or duty of a carrier, where such services or any of them are or is performed by the said companies, and except a reasonable sum for warehousing and wharfage, or for any other extraordinary services performed by the said companies (in respect of which the said companies may make a reasonable extra charge).

(Page 841.)

Where any of the before-mentioned articles, matters, persons, or things, shall be conveyed on the said railways for a less distance than six miles, the said companies are hereby empowered to demand and receive the aforesaid charges, rates, or tolls, as the case may be, for six miles; and where any such articles, matters, or things, shall be carried a distance exceeding 24 miles and 50 miles respectively, the companies are hereby empowered to demand and receive rates, tolls, or charges, as for 24 and 50 miles respectively at the least.

(Page 841.)

For the carriage of small parcels, that is to say, any parcel not exceeding 500 pounds weight, the said companies may demand any sum which they may think fit. Provided always, that articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but such term shall apply only to single parcels in separate packages.

(Page 842.)

The companies may take increased charges by agreement with the owners of or persons in charge of goods, either in respect of the conveyance thereof by passenger or other trains, or by reason of any other special service performed by the said companies in relation thereto, and also any reasonable sum (not exceeding, in case of dispute, such sum as may be limited by the Commissioners of Railways), by way of hoistage, pontage toll, or otherwise, in consideration of the construction or employment or use by the said companies of any hoist or any bridge or other important work which may belong to or be employed or used by the said companies.

**COMPARISON between the MAXIMUM CHARGES allowed by the Great Northern Railway
CHARGES made by the Company for the Carriage of such ARTICLES**

| Distance in Miles from Newark. | STATIONS. | Mineral Class (except Packed Manure). | | | | | | | Special | | | | | |
|--|--|---|---|------------------------------------|------------------------------------|--------------------|----------------|----------|-------------------------------------|---|------------------------------------|--|----------|----------|
| | | Dung, Compost, all Sorts of Manure, Materials for the Repair of Public Roads (Undressed). | Stones for Building, Pitching, and Paving, Slates, Tiles. | Charge per Company's Rate Book for | Charge per Company's Rate Book for | Difference between | | | Grain, Corn, Flour, Anvils, Chains. | Potatoes (Old), Carrots, Mangold Wurzel, Parsnips, Turnips, Comfrey, in Quantities of not less than Three Tons. | Charge per Company's Rate Book for | Charge for Grain per Lowest Rate in Company's Rate Book. | | |
| | | | | | | Mineral Class. | Packed Manure. | 1 and 3. | | | | | 2 and 3. | 1 and 4. |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Company's Acts. | Col. 1. | Col. 2. | Col. 3. | Col. 4. | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | | | |
| | | s. d. | s. d. | s. s. | s. s. | s. d. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. | | |
| 15 | Grantham - - | 1 10½ | 1 10½ | 2 6 | 3 6 | - 7½ | - 7½ | 1 7½ | 3 1½ | 4 4½ | 4 - | 3 4 | 1 | |
| 23 | Nottingham - | 3 2 | 3 9 | 2 8 | 3 7 | *- 6 | *1 1 | - 5 | 5 11½ | 8 5½ | 3 7 | 2 6 | 2 | |
| 31 | Lincoln - - | 3 -½ | 3 -½ | 2 8 | 3 4 | *- 4½ | *- 4½ | - 3½ | 6 6½ | 9 2½ | 3 4 | 3 4 | 3 | |
| 36 | Doncaster - - | 3 4½ | 3 4½ | 4 3 | 7 1 | - 10½ | - 10½ | 3 8½ | 7 6 | 10 6 | 7 11 | (b) 6 8 | 4 | |
| 38 | Boston - - | 5 7 | 5 7 | 4 5 | 6 10 | *1 2 | *1 2 | 1 3 | 9 1 | 13 5 | 7 9 | (c) 6 8 | 5 | |
| 40 | Hallaton - - | 3 9 | 3 9 | 4 7 | 7 - | - 10 | - 10 | 3 3 | 8 4 | 11 8 | 8 - | 8 - | 6 | |
| 42 | Derby - - | 4 9 | 5 2½ | 3 10 | 5 10 | *- 11 | *1 4½ | 1 1 | 9 8 | 13 7½ | 5 10 | 4 6 | 7 | |
| 44 | Peterborough - | 4 1½ | 4 1½ | 4 11 | 6 9 | - 9½ | - 9½ | 2 7½ | 9 2 | 12 10 | 8 9 | 7 6 | 8 | |
| 61 | Louth - - | 6 6 | 7 5 | 5 8 | 8 5 | *- 10 | *1 9 | 1 11 | 12 1 | 17 3 | 10 - | 10 - | 9 | |
| 65 | Leeds - - | 8 2½ | 8 2½ | 6 3 | 10 10 | *1 11½ | *1 11½ | 2 7½ | 13 3 | 18 3½ | 10 10 | (b) 8 4 | 10 | |
| 66 | Northampton - | 6 2 | 6 2 | 6 8 | 10 - | - 8 | - 6 | 3 10 | 11 - | 16 6 | 10 - | 10 - | 11 | |
| 68 | St. Neot's - - | 6 4½ | 6 4½ | 5 10 | 9 1 | *- 8½ | *- 6½ | 2 8½ | 11 4 | 17 - | 10 10 | (b) 9 2 | 12 | |
| 75 | Great Grimsby - | 7 10 | 8 8½ | 6 8 | 7 6 | *1 2 | *2 -½ | *- 4 | 14 5 | 20 9 | 9 2 | 8 - | 13 | |
| 79 | Halifax - - | 9 11½ | 9 11½ | 7 6 | 11 8 | *2 5½ | *2 5½ | 1 8½ | 16 1 | 22 6½ | 11 8 | (b) 10 10 | 14 | |
| 88 | Hitchin - - | 8 3 | 8 3 | 6 11 | (a) 13 4 | *1 4 | *1 4 | 5 1 | 14 8 | 22 - | 13 4 | 10 - | 15 | |
| 120 | London - - | 11 3 | 11 3 | 9 2 | (b) 10 - | *2 1 | *2 1 | *1 3 | 20 - | 30 - | (d) 15 10 | (b) 11 8 | 16 | |

* The Company's charge is less than that allowed by law by this amount.

(a) The rate for bones for manure in quantities of not less than 2 tons is 10 s. 10 d., s. s., per ton.

(b) In quantities of not less than 4 tons.

(c) The charge for imported grain from Boston to Newark, in quantities of not less than 10 tons, is 5 s. 4 d., s. s., per ton, including portorage to ship.

Company's Acts for Conveyance (only) of certain ARTICLES mentioned therein, and the TOTAL between NEWARK and the undermentioned STATIONS.

| Class. | | | First Class. | | | | | | | Second Class. | | | | | |
|-------------------------|-------------------------|-------------------------|--|--|--|---|-------------------------|-------------------------|-------------------------|---|--|--|-------------------------|-------------------------|---------------|
| Difference between | | | Sheet Iron, Hoop Iron. | Nails, Sugar (except Lump Sugar, Loose). | Cotton. | Charge per Com- pany's Rate Book for First Class. | Difference between | | | Vices, Hides (Green or Market), at Owner's Risk. | Wool. | Charge per Com- pany's Rate Book for Second Class. | Difference between | | |
| Cols. 1 and 3. | Cols. 2 and 3. | Cols. 1 and 4. | | | | | Cols. 1 and 4. | Cols. 2 and 4. | Cols. 3 and 4. | | | | Cols. 1 and 3. | Cols. 2 and 3. | |
| | | | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | | | | | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | | 1 and 3. | 2 and 3. | |
| | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | | | | Col. 1. | Col. 2. | Col. 3. | |
| | | | | | | c. d. | | | | | | | c. d. | | |
| 1 | s. d. - 10½ | s. d. *- 4½ | s. d. - 2½ | s. d. 2 2 | s. d. 3 1½ | s. d. 3 9 | s. d. 10 5 | s. d. 8 3 | s. d. 7 3½ | s. d. 6 8 | s. d. 3 1½ | s. d. 3 9 | s. d. 11 8 | s. d. 8 6½ | s. d. 7 11 |
| 2 | *3 4½ | *4 10½ | *3 5½ | 4 3 | 5 11½ | 8 1 | 8 9 | 4 6 | 2 9½ | - 8 | 5 11½ | 8 1 | 10 - | 4 -½ | 1 11 |
| 3 | *3 2½ | *5 10½ | *3 2½ | 4 8 | 6 6½ | 7 10 | 8 9 | 4 1 | 2 2½ | - 11 | 6 6½ | 7 10 | 10 - | 3 5½ | 2 2 |
| 4 | - 5 | *2 7 | *- 10 | 5 3 | 7 6 | 9 - | 15 - | 9 9 | 7 6 | 6 - | 7 6 | 9 - | 16 8 | 9 2 | 7 8 |
| 5 | *1 4 | *5 8 | *2 5 | 7 10½ | 9 1 | 10 8 | 15 - | 7 1½ | 5 11 | 4 4 | 9 1 | 10 8 | 16 8 | 7 7 | 6 - |
| 6 | *- 4 | *3 8 | *- 4 | 5 10 | 8 4 | 10 - | 15 - | 9 2 | 6 8 | 5 - | 8 4 | 10 - | 16 8 | 8 4 | 6 8 |
| 7 | *3 10 | *7 9½ | *5 2 | 6 10 | 9 8 | 12 4 | 11 8 | 4 10 | 2 - | *- 8 | 9 8 | 12 4 | 13 4 | 3 8 | 1 - |
| 8 | *- 5 | *4 1 | *1 8 | 6 5 | 9 2 | 11 - | 15 10 | 9 5 | 6 8 | 4 10 | 9 2 | 11 - | 17 6 | 8 4 | 6 6 |
| 9 | *2 1 | *7 3 | *2 1 | 9 6 | 12 1 | 15 6 | 17 11 | 8 5 | 5 10 | 2 5 | 12 1 | 15 6 | 20 - | 7 11 | 4 6 |
| 10 | *2 5 | *7 5½ | *4 11 | 11 6 | 13 3 | 15 11½ | 17 6 | 6 - | 4 3 | 1 6½ | 13 3 | 15 11½ | 21 8 | 8 5 | 5 8½ |
| 11 | *1 - | *6 6 | *1 - | 9 2 | 11 - | 13 9 | 16 8 | 7 6 | 5 8 | 2 11 | 11 - | 13 9 | 20 10 | 9 10 | 7 1 |
| 12 | *- 6 | *6 2 | *2 2 | 9 11 | 11 4 | 14 2 | 17 11 | 8 - | 6 7 | 3 9 | 11 4 | 14 2 | 20 - | 8 8 | 5 10 |
| 13 | *5 3 | *11 7 | *6 5 | 11 6½ | 14 5 | 18 5 | 14 2 | 2 7½ | *- 3 | *4 3 | 14 5 | 18 5 | 16 8 | 2 3 | *1 9 |
| 14 | *4 5 | *10 10½ | *5 3 | 14 -½ | 16 1 | 19 4½ | 19 2 | 5 1½ | 3 1 | *- 2½ | 16 1 | 19 4½ | 23 4 | 7 3 | 3 11½ |
| 15 | *1 4 | *8 8 | *4 8 | 12 10 | 14 8 | 16 4 | 21 3 | 8 5 | 6 7 | 2 11 | 14 8 | 18 4 | 22 6 | 7 10 | 4 2 |
| 16 | *4 2 | *14 2 | *8 4 | 17 6 | 20 - | 25 - | (e) 25 - | 7 6 | 5 - | - | 20 - | 25 - | (f) 30 - | 10 - | 5 - |

(d) The charge for potatoes, loose, in quantities of not less than 4 tons, is 12 s. 6 d., s. s., per ton; and for carrots, turnips, and mangold wurzel is 13 s. 4 d., s. s., per ton.

(e) The charge for sugar, in casks or bags, is 21 s. 8 d., c. d., per ton.

(f) The charge for hides (green or market), at owner's risk, is 26 s. 8 d., c. d., per ton.

COMPARISON between the Maximum Charges allowed by the Great Northern Railway Company's

| Distance in Miles from Newark. | STATIONS. | Third Class. | | | | | Fourth | | |
|--|-------------------|--|--|--|--------------------|-------------------|--|--|--|
| | | Earthenware in Hampers, Hides (Green or Market), Foreign (Dry and Loose), at Company's Risk. | Boots and Shoes in Boxes, Canes, Packed, Hats (Soft Felt) in Boxes. | Charge per Company's Rate Book for Third Class. Col. 3. | Difference between | | Manufactured Goods, Woollen and Worsted. Charge per Maximum Rate in Company's Acts. Col. 1. | Toys, Soft Felt Hats in Crates. Charge per Maximum Rate in Company's Acts. Col. 2. | |
| | | | | | Cols. 1 and 3. | Cols. 2 and 3. | | | |
| | | | | | | | | | Charge per Maximum Rate in Company's Acts. Col. 1. |
| | | <i>s. d.</i> | <i>s. d.</i> | <i>c. d.</i> — <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| 15 | Grantham - - | 3 1½ | 4 4½ | 12 6 | 9 4½ | 8 1½ | 3 9 | 4 4½ | 1 |
| 23 | Nottingham - - | 5 11½ | 8 5½ | 11 8 | 5 8½ | 3 2½ | 8 1 | 8 5½ | 2 |
| 31 | Lincoln - - - | 6 6½ | 9 2½ | 11 8 | 5 1½ | 2 5½ | 8 - | 9 2½ | 3 |
| 36 | Doncaster - - | 7 6 | 10 6 | 20 - | 12 6 | 9 6 | 9 - | 10 6 | 4 |
| 38 | Boston - - - | 9 1 | 13 5 | 19 2 | 10 1 | 5 9 | 13 - | 13 5 | 5 |
| 40 | Hallaton - - - | 8 4 | 11 8 | 19 2 | 10 10 | 7 6 | 10 - | 11 8 | 6 |
| 42 | Derby - - - | 9 8 | 13 7½ | 16 8 | 7 - | 3 -½ | 12 4 | 13 7½ | 7 |
| 44 | Peterborough - - | 9 2 | 12 10 | 21 8 | 12 6 | 8 10 | 11 - | 12 10 | 8 |
| 61 | Louth - - - | 12 1 | 17 3 | 24 2 | 12 1 | 6 11 | 15 8 | 17 3 | 9 |
| 65 | Leeds - - - | 13 3 | 18 3½ | 25 10 | 12 7 | 7 6½ | 15 11½ | 18 3½ | 10 |
| 66 | Northampton - - | 11 - | 16 6 | 25 - | 14 - | 8 6 | 13 9 | 16 6 | 11 |
| 68 | St. Neot's - - | 11 4 | 17 - | 24 2 | 12 10 | 7 2 | 14 2 | 17 - | 12 |
| 75 | Great Grimsby - - | 14 5 | 20 9 | 20 - | 5 7 | *- 9 | 18 7 | 20 9 | 13 |
| 79 | Halifax - - - | 16 1 | 22 6½ | 28 4 | 12 3 | 5 9½ | 19 4½ | 22 6½ | 14 |
| 88 | Hitchin - - - | 14 8 | 22 - | 27 6 | 12 10 | 5 6 | 18 4 | 22 - | 15 |
| 120 | London - - - | 20 - | 30 - | 40 - | 20 - | 10 - | 25 - | 30 - | 16 |

* The Company's charge is less than that allowed by law by this amount.

Act for Conveyance (only) of certain Articles mentioned therein, &c.—*continued.*

| Class. | | | | Fifth Class. | | | Furniture. | | | | | |
|---|-------------------------|-------------------------|--|---|--|--|--|--|-------------------------|-------------------------|-------|-------|
| Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between | | Feathers, Boots and Shoes, in Hampers and Parcels, Hats (except Soft Felt). Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book for Fifth Class. Col. 2. | Difference between Cols. 1 and 2. | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book for | | | Difference between | | |
| | Cols. 1 and 3. | Cols. 2 and 3. | | | | | Fourth Class at Owner's Risk. Col. 2. | Fifth Class, with 20 % additional. Col. 4. | Cols. 1 and 2. | Cols. 1 and 4. | | |
| | c. d. — | s. d. | s. d. | s. d. | c. d. — | s. d. | s. s. — | s. s. — | c. d. — | s. d. | s. d. | s. d. |
| 1 | 15 - | 11 3 | 10 7½ | 4 4½ | 17 6 | 13 1½ | 4 4½ | 15 - | 17 6 | 21 - | 10 7½ | 16 7½ |
| 2 | 15 - | 6 11 | 6 6½ | 8 5½ | 20 - | 11 6½ | 8 5½ | 15 - | 20 - | 24 - | 6 6½ | 15 6½ |
| 3 | 15 - | 7 - | 5 9½ | 9 2½ | 20 - | 10 9½ | 9 2½ | 15 - | 20 - | 24 - | 5 9½ | 14 9½ |
| 4 | 25 - | 16 - | 14 6 | 10 6 | 28 4 | 17 10 | 10 6 | 25 - | 28 4 | 34 - | 14 6 | 23 6 |
| 5 | 24 2 | 11 2 | 10 9 | 13 5 | 28 4 | 14 11 | 13 5 | 24 2 | 28 4 | 34 - | 10 9 | 20 7 |
| 6 | 24 2 | 14 2 | 12 6 | 11 8 | 28 4 | 10 8 | 11 8 | 24 2 | 28 4 | 34 - | 12 6 | 22 4 |
| 7 | 20 - | 7 8 | 6 4½ | 13 7½ | 25 - | 11 4½ | 13 7½ | 20 - | 25 - | 30 - | 6 4½ | 16 4½ |
| 8 | 25 10 | 14 10 | 13 - | 12 10 | 31 8 | 18 10 | 12 10 | 25 10 | 31 8 | 38 - | 13 - | 25 2 |
| 9 | 30 - | 14 4 | 12 9 | 17 3 | 38 4 | 21 1 | 17 3 | 30 - | 38 4 | 46 - | 12 9 | 28 9 |
| 10 | 30 - | 14 -½ | 11 8½ | 18 3½ | 36 8 | 18 4½ | 18 3½ | 30 - | 36 8 | 44 - | 11 8½ | 25 8½ |
| 11 | 30 - | 16 3 | 13 6 | 16 6 | 36 8 | 20 2 | 16 6 | 30 - | 36 8 | 44 - | 13 6 | 27 6 |
| 12 | 30 - | 15 10 | 13 - | 17 - | 38 4 | 21 4 | 17 - | 30 - | 38 4 | 46 - | 13 - | 20 - |
| 13 | 26 8 | 8 1 | 5 11 | 20 9 | 36 8 | 15 11 | 20 9 | 26 8 | 36 8 | 44 - | 5 11 | 23 3 |
| 14 | 33 4 | 13 11½ | 10 9½ | 22 6½ | 40 - | 17 5½ | 22 6½ | 33 4 | 40 - | 48 - | 10 9½ | 25 5½ |
| 15 | 35 10 | 17 6 | 13 10 | 22 - | 47 6 | 25 6 | 22 - | 35 10 | 47 6 | 57 - | 13 10 | 35 - |
| 16 | (a) 50 - | 25 - | 20 - | 30 - | 65 - | 35 - | 30 - | 50 - | 65 - | 78 - | 20 - | 48 - |

(a) The charge for toy dealer's goods from London is 40 s., c. d., per ton.

COMPARISON between the MAXIMUM CHARGES allowed by the Great Northern Railway
CHARGES made by the Company for the Carriage of such ARTICLES.

| Distance in Miles from Huntingdon. | STATIONS. | Mineral Class (except Packed Manure). | | | | | | | Special | | | | | |
|------------------------------------|------------------|--|------------------|---|---|--------------------|---------|---------|-------------------------------------|---|---|---------|---------|---------|
| | | Dung, Compost, all Sorts of Manure, Materials for the Repair of Public Roads (Un-dressed). | Lime, Limestone. | Charge per Company's Rate Book for Mineral Class. | Charge per Company's Rate Book for Packed Manure. | Difference between | | | Grain, Corn, Flour, Anvils, Chains. | Potatoes (Old), Carrots, Mangold Wurzel, Parsnips, Turnips, Comfrey, in Quantities of not less than Three Tons. | Charge per Company's Rate Book for Special Class. | | | |
| | | | | | | Col. 1. | Col. 2. | Col. 3. | | | | | | |
| | | | | | | | | | | | | Col. 1. | Col. 2. | Col. 3. |
| | | | | | | | | | | | | | | |
| Col. 1. | Col. 2. | Col. 3. | Col. 4. | Col. 5. | Col. 6. | Col. 7. | Col. 8. | Col. 9. | Col. 10. | Col. 11. | | | | |
| 18 | Biggleswade - | 1 10½ | 1 10½ | 2 9 | (b) 4 - | - 10½ | - 10½ | 2 1½ | 3 9 | 5 3 | 4 9 | 1 | | |
| 34 | Stamford - - | 3 6 | 3 6 | 3 9 | (b) 6 8 | - 3 | - 3 | 3 2 | 7 3 | 10 1 | 6 9 | 2 | | |
| 41 | Hatfield - - | 3 10 | 3 10 | 4 8 | 7 1 | - 10 | - 10 | 3 3 | 8 6½ | 11 11½ | 8 - | 3 | | |
| 47 | Grantham - - | 4 5 | 4 5 | 5 1 | (b) 7 4 | - 8 | - 8 | 2 11 | 9 9½ | 13 8½ | 8 9 | 4 | | |
| 59 | London - - | 5 6½ | 5 6½ | (a) 5 10 | (b) 9 2 | - 3½ | - 3½ | 3 7½ | 10 5 | 14 9 | (d) 11 8 | 5 | | |
| 62 | Sleaford - - | 5 10 | 5 10 | 5 8 | (b) 8 6 | *- 2 | *- 2 | 2 8 | 10 5 | 15 6 | 10 - | 6 | | |
| 69 | Melton Mowbray - | 7 - | 7 - | 5 10 | 10 - | *1 2 | *1 2 | 3 - | 12 4½ | 18 5 | 10 - | 7 | | |
| 80 | Retford - - | 7 6 | 7 6 | (a) 6 8 | (b) 10 4 | *- 10 | *- 10 | 2 10 | 13 4 | 20 - | 12 6 | 8 | | |
| 82 | Louth - - | 7 8 | 7 8 | 6 8 | (b) 10 6 | *1 - | *1 - | 2 10 | 13 8 | 20 6 | 12 6 | 9 | | |
| 87 | Gainsborough - | 8 2 | 8 2 | 6 11 | (b) 10 8 | *1 3 | *1 3 | 2 6 | 14 6 | 21 9 | 14 2 | 10 | | |
| 99 | Burton - - | 10 7½ | 10 7½ | - | 11 8 | - | - | 1 -½ | 18 10½ | 28 - | 11 8 | 11 | | |
| 118 | Wakefield - - | 12 6 | 13 5½ | 9 2 | 15 10 | *3 4 | *4 3½ | 3 4 | 21 5 | 30 4½ | (e) 15 10 | 12 | | |
| 120 | Osset - - | 12 11 | 13 8½ | 10 - | 16 8 | *2 11 | *3 8½ | 3 9 | 21 11 | 31 3½ | 16 8 | 13 | | |
| 123 | Dewsbury - - | 13 3½ | 14 1 | 10 - | 16 8 | *3 3½ | *4 1 | 3 4½ | 22 6 | 32 2 | 16 8 | 14 | | |
| 133 | Bradford - - | 15 1 | 15 10½ | 10 - | 17 6 | *5 1 | *5 10½ | 2 5 | 25 2 | 36 2 | 17 6 | 15 | | |

* The Company's charge is less than that allowed by law by this amount.

(a) The charge for stable manure between London and Huntingdon is 4 s. 6 d., s. s., per ton, and between Huntingdon and Retford, 6 s. 6 d., s. s., per ton.

(b) In quantities of not less than 4 tons.

(c) In quantities of not less than 20 tons.

Company's Acts for Conveyance (only) of certain ARTICLES mentioned therein, and the TOTAL between HUNTINGDON and the undermentioned STATIONS.

| Class. | | | | First Class. | | | | | | Second Class. | | | | | |
|---|-------------------------------------|-------------------------------------|-------------------------------------|--|--|--|-------------------------------------|-------------------------------------|---|---|---|-------------------------------------|-------------------------------------|-------|--|
| Charge for Grain per Lowest Rate in Company's Rate Book. Col. 4. | Difference between | | | Sheet Iron, Hoop Iron. Charge per Maximum Rate in Company's Acts. Col. 1. | Nails, Sugar (except Lump Sugar, Loose). Charge per Maximum Rate in Company's Acts. Col. 2. | Charge per Com- pany's Rate Book for First Class. Col. 3. | Difference between | | Vices, Hides (Green or Market), at Owner's Risk, Charge per Maximum Rate in Com- pany's Acts. Col. 1. | Wool. Charge per Maximum Rate in Com- pany's Acts. Col. 2. | Charge per Com- pany's Rate Book for Second Class. Col. 3. | Difference between | | | |
| | Cols. 1 and 3. | Cols. 2 and 3. | Cols. 3 and 3. | | | | Cols. 1 and 3. | Cols. 2 and 3. | | | | Cols. 1 and 3. | Cols. 2 and 3. | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| s. s. — | s. d. | s. d. | s. d. | s. d. | s. d. | c. d. — | s. d. | s. d. | s. d. | s. d. | c. d. — | s. d. | s. d. | s. d. | |
| 1 | (b) 4 2 | 1 - | * 6 - | 2 7½ | 3 9 | 11 8 | 9 -½ | 7 11 | 3 9 | 4 6 | 12 6 | 8 9 | 8 - | | |
| 2 | 6 9 | * 6 - | * 3 4 | 5 2½ | 7 3 | 14 2 | 8 11½ | 6 11 | 7 3 | 8 10 | 15 - | 7 9 | 6 2 | | |
| 3 | 8 - | * 6½ | * 3 11½ | 6 - | 8 6½ | 15 10 | 9 10 | 7 3½ | 8 6½ | 10 3 | 17 6 | 8 11½ | 7 3 | | |
| 4 | 8 9 | * 1 -½ | * 4 11½ | 6 10 | 9 9½ | 17 1 | 10 3 | 7 3½ | 9 9½ | 11 9 | 18 4 | 8 6½ | 6 7 | | |
| 5 | (c) 6 8 | 1 3 | * 3 1 | 8 7 | 10 5 | 17 6 | 8 11 | 7 1 | 10 5 | 12 6 | 21 8 | 11 3 | 9 2 | | |
| 6 | 10 - | * 5 - | * 5 6 | 9 -½ | 10 5 | 17 11 | 8 10½ | 7 6 | 10 5 | 12 11 | 20 - | 9 7 | 7 1 | | |
| 7 | 10 - | * 2 4½ | * 8 5 | 10 6 | 12 4½ | 15 10 | 5 4 | 3 5½ | 12 4½ | 15 10 | 19 2 | 6 9½ | 3 4 | | |
| 8 | (b) 10 10 | * 10 - | * 7 6 | 11 8 | 13 4 | 19 2 | 7 6 | 5 10 | 13 4 | 16 8 | 21 8 | 8 4 | 5 - | | |
| 9 | 12 6 | * 1 2 | * 8 - | 11 11½ | 13 8 | 21 3 | 9 3½ | 7 7 | 13 8 | 17 1 | 22 6 | 8 10 | 5 5 | | |
| 10 | 14 2 | * 4 - | * 7 7 | 12 8 | 14 6 | 21 3 | 8 7 | 6 9 | 14 6 | 18 1½ | 22 6 | 8 - | 4 4½ | | |
| 11 | 11 8 | * 7 2½ | * 16 4 | 15 6 | 18 10½ | 20 - | 4 6 | 1 1½ | 18 10½ | 24 9 | 22 6 | 3 7½ | * 2 3 | | |
| 12 | (b) 13 4 | * 5 7 | * 14 6½ | 18 6 | 21 5 | 25 - | 6 6 | 3 7 | 21 5 | 26 4 | 30 - | 8 7 | 3 8 | | |
| 13 | (b) 15 - | * 5 3 | * 14 7½ | 19 - | 21 11 | 25 10 | 6 10 | 3 11 | 21 11 | 26 11 | 31 8 | 9 9 | 4 9 | | |
| 14 | (b) 15 - | * 5 10 | * 15 6 | 19 6½ | 22 6 | 25 10 | 6 3½ | 3 4 | 22 6 | 27 7½ | 31 8 | 9 2 | 4 -½ | | |
| 15 | (b) 15 - | * 7 8 | * 18 8 | 22 - | 25 2 | 26 8 | 4 8 | 1 6 | 25 2 | 30 8½ | 32 6 | 7 4 | 1 9½ | | |

(d) The charge for potatoes to London, in quantities of not less than 2 tons, is 10 s. 10 d., s. s., per ton; and for carrots, turnips, and mangold wurzel, in quantities of not less than 5 tons, is 8 s. 4 d., s. s., per ton.

(e) The charge for potatoes, carrots, turnips, and mangold wurzel to Wakefield, in quantities of not less than 4 tons, is 13 s. 4 d., s. s., per ton.

COMPARISON between the Maximum Charges allowed by the Great Northern Railway Company's

| Distance in Miles from Hunting- don. | STATIONS. | Third Class. | | | | | Fourth | | | |
|--|--|--|---------------------------------|---|--|--|---|--|----|--|
| | | Earthenware in Hampers, Hides, (Green or Market), Foreign Hides (Dry and Loose), at Company's Risk. | Boots and Shoes in Boxes. | Charge per Company's Rate Book for Third Class. | Difference between | | Manufactured Goods (Woollen and Worsted). | Toys, Soft Felt Hats, in Cases. | | |
| | | | | | Cols. 1 and 3. | Cols. 2 and 3. | | | | |
| | | | | | | | | | | |
| Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | Col. 3. | | | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | | | | |
| | | <i>s. d.</i> | <i>s. d.</i> | <i>C. D.</i> <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | | |
| 18 | Biggleswade - - | 3 9 | 5 3 | 14 2 | 10 5 | 8 11 | 4 6 | 5 3 | 1 | |
| 34 | Stamford - - - | 7 3 | 10 1 | 17 6 | 10 3 | 7 5 | 8 10 | 10 1 | 2 | |
| 41 | Hatfield - - - | 8 6½ | 11 11½ | 21 8 | 13 1½ | 9 8½ | 10 3 | 11 11½ | 3 | |
| 47 | Grantham - - | 9 9½ | 13 8½ | 23 4 | 13 6½ | 9 7½ | 11 9 | 13 8½ | 4 | |
| 59 | London - - - | 10 5 | 14 9 | 25 - | 14 7 | 10 3 | 12 6 | 14 9 | 5 | |
| 62 | Sleaford - - - | 10 5 | 15 6 | 24 2 | 13 9 | 8 8 | 12 11 | 15 6 | 6 | |
| 69 | Melton Mowbray - | 12 4½ | 18 5 | 23 4 | 10 11½ | 4 11 | 15 10 | 18 5 | 7 | |
| 80 | Retford - - - | 13 4 | 20 - | 25 - | 11 8 | 5 - | 16 8 | 20 - | 8 | |
| 82 | Louth - - - | 13 8 | 20 6 | 27 6 | 13 10 | 7 - | 17 1 | 20 6 | 9 | |
| 87 | Gainsborough - - | 14 6 | 21 9 | 27 6 | 13 - | 5 9 | 18 1½ | 21 9 | 10 | |
| 99 | Burton - - - | 18 10½ | 28 - | 27 6 | 8 7½ | *- 6 | 24 9 | 28 - | 11 | |
| 118 | Wakefield - - | 21 5 | 30 4½ | 36 8 | 15 3 | 6 3½ | 26 4 | 30 4½ | 12 | |
| 120 | Osset - - - | 21 11 | 31 3½ | 37 6 | 15 7 | 6 2½ | 26 11 | 31 3½ | 13 | |
| 123 | Dewsbury - - | 22 6 | 32 2 | 37 6 | 15 - | 5 4 | 27 7½ | 32 2 | 14 | |
| 133 | Bradford - - - | 25 2 | 36 2 | 38 4 | 13 2 | 2 2 | 30 8½ | 36 2 | 15 | |

* The Company's charge is less than

Acts for Conveyance (only) of certain Articles mentioned therein, &c.—*continued.*

| Class. | | | Fifth Class. | | | Furniture. | | | | | |
|---|---------------------|----------------|---|--|-----------------------------------|---|---|-------------------------|--|--------------------|----------------|
| Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between | | Feathers, Boots and Shoes in Hampers and Parcels, Hats (except Soft Felt). Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book for Fifth Class. Col. 2. | Difference between Cols. 1 and 2. | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book for | | | Difference between | |
| | Cols. 1 and 3. | Cols. 2 and 3. | | | | | Fourth Class, at Owner's Risk. Col. 2. | Fifth Class. Col. 3. | Fifth Class, with 20% additional. Col. 4. | Cols. 1 and 2. | Cols. 1 and 4. |
| | C. D. — s. d. | s. d. s. d. | s. d. | C. D. — s. d. | s. d. | s. d. | s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | s. d. | s. d. |
| 1 | 16 8 | 12 2 11 5 | 5 3 | 20 — | 14 9 | 5 3 | 16 8 | 20 — | 24 — | 11 5 | 18 9 |
| 2 | 23 4 | 14 6 13 3 | 10 1 | 28 4 | 18 3 | 10 1 | 23 4 | 28 4 | 34 — | 13 3 | 23 11 |
| 3 | 25 10 | 15 7 13 10½ | 11 11½ | 30 10 | 18 10½ | 11 11½ | 25 10 | 30 10 | 37 — | 13 10½ | 25 —½ |
| 4 | 27 6 | 15 9 13 9½ | 13 8½ | 33 4 | 19 7½ | 13 8½ | 27 6 | 33 4 | 40 — | 13 9½ | 26 3½ |
| 5 | 32 6 | 20 — 17 9 | 14 9 | 40 — | 25 3 | 14 9 | 32 6 | 40 — | 48 — | 17 9 | 33 3 |
| 6 | 30 — | 17 1 14 6 | 15 6 | 38 4 | 23 10 | 15 6 | 30 — | 38 4 | 46 — | 14 6 | 30 6 |
| 7 | 27 6 | 11 8 9 1 | 18 5 | 33 4 | 14 11 | 18 5 | 27 6 | 33 4 | 40 — | 9 1 | 21 7 |
| 8 | 32 6 | 16 10 12 6 | 20 — | 44 2 | 24 2 | 20 — | 32 6 | 44 2 | 53 — | 12 6 | 33 — |
| 9 | 35 10 | 18 9 15 4 | 20 6 | 47 6 | 27 — | 20 6 | 35 10 | 47 6 | 57 — | 15 4 | 36 6 |
| 10 | 35 10 | 17 8½ 14 1 | 21 9 | 47 6 | 25 9 | 21 9 | 35 10 | 47 6 | 57 — | 14 1 | 35 3 |
| 11 | 33 4 | 8 7 5 4 | 28 — | 40 — | 12 — | 28 — | 33 4 | 40 — | 48 — | 5 4 | 20 — |
| 12 | 45 — | 18 8 14 7½ | 30 4½ | 55 — | 24 7½ | 30 4½ | 45 — | 55 — | 66 — | 14 7½ | 35 7½ |
| 13 | 45 — | 18 1 13 8½ | 31 3½ | 55 — | 23 8½ | 31 3½ | 45 — | 55 — | 66 — | 13 8½ | 34 8½ |
| 14 | 45 — | 17 4½ 12 10 | 32 2 | 55 — | 22 10 | 32 2 | 45 — | 55 — | 66 — | 12 10 | 33 10 |
| 15 | 46 8 | 15 11½ 10 6 | 36 2 | 55 — | 18 10 | 36 2 | 46 8 | 55 — | 66 — | 10 6 | 29 10 |

that allowed by law by this amount.

**COMPARISON between the MAXIMUM CHARGES allowed by the Great Northern Railway
TOTAL CHARGES made by the Company for the Carriage of such**

| Distance in Miles from York. | STATIONS. | Mineral Class (except Packed Manure). | | | | | | | Special | | |
|------------------------------|------------------|--|------------------------------|-----------|-----------|--------------------|-------|----------|-------------------------------------|-----------|----------|
| | | Dung, Compost, all Sorts of Manure, Lime, Limestone, Materials for the Repair of Public Roads (Undressed). | Bricks, Tiles, Slates, Sand. | Charge | Charge | Difference between | | | Grain, Corn, Flour, Anvils, Chains. | Charge | Book for |
| | | | | per | per | | | | | per | |
| | | | | Company's | Company's | | | | | Company's | |
| | | | | Rate | Rate | Cols. | Cols. | Cols. | | Rate | |
| | | Book for | Book for | 1 | 2 | 1 | | Book for | | | |
| | | Mineral | Packed | and | and | and | | Special | | | |
| | | Class. | Manure. | 3. | 3. | 4. | | Class. | | | |
| | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | Col. 1. | Col. 2. | | |
| | | | | s. s. | s. s. | | | | s. s. | | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | |
| 32 | Wakefield - - | 3 4 | 4 4 | 4 2 | 8 4 | - 10 | *- 2 | 5 - | 6 - | 8 4 | 1 |
| 34 | Doncaster - - | 2 10½ | 4 1 | - - | (a) 5. 10 | - | - | 2 11½ | 5 10½ | 7 6 | 2 |
| 37 | Batley - - | 4 2 | 5 2 | 5 - | 8 4 | - 10 | *- 2 | 4 2 | 7 3 | 8 4 | 3 |
| 42 | Bradford - - | 5 - | 6 - | 5 - | 8 4 | - | *1 - | 3 4 | 8 6 | 8 4 | 4 |
| 50 | Halifax - - | 5 9. | 6 9 | 5 5 | 10 - | *- 4 | *1 4. | 4 3 | 10 2 | 10. - | 5 |
| 70 | Lincoln - - | 6 3 | 7 5½ | - - | (b) 10 - | - | - | 3 9 | 11 8 | 11 8 | 6 |
| 84 | Grantham - - | 7 7 | 8 9½ | - - | 12 6 | - | - | 4 11 | 14 - | 12 6 | 7 |
| 93 | Melton Mowbray - | 8 5 | 9 7½ | - - | 16 8 | - | - | 8 3 | 15 6 | 16 8 | 8 |
| 102 | Boston - - | 9 3. | 10 5½ | - - | 12 6 | - | - | 3 3 | 17 - | 12 6 | 9 |
| 109 | Ilkestone - - | 10 1 | 11 9 | - - | 12 6 | - | - | 2 5 | 18 4½ | 12 6 | 10 |
| 105 | Stamford - - | 9 10 | 11 2½ | - - | 15 - | - | - | 5 2 | 17 10 | 15 - | 11 |
| 110 | Alford - - | 10 - | 11 2½ | - - | 15 - | - | - | 5 - | 18 4 | 15. - | 12 |
| 111 | Derby - - | 10 11 | 12 7 | - - | 11 8 | - | - | - 9 | 19 10½ | 11 8 | 13 |
| 113 | Peterborough - | 10 3½ | 11 6 | - - | 15 - | - | - | 4 8½ | 18 10 | 15 - | 14 |
| 115 | Spalding - - | 10 6 | 11 8 | - - | 15 - | - | - | 4 6 | 19 2 | 15. - | 15 |
| 126 | Ramsey - - | 11 11½ | 13 2 | - - | 16 8 | - | - | 4 8½ | 21 6 | 16 8 | 16 |
| 135 | Northampton - | 12 4 | 13 7 | 10 5 | 16 8 | *1 11 | *3 2 | 4 4 | 22 6 | 16 8 | 17 |
| 157 | Hitchin - - | 14 5 | 15 7½ | - - | 18 4 | - | - | 3 11 | 26 2 | 18 4 | 18 |
| 162 | Baldock - - | 14-10½ | 16 1 | - - | 20-10 | - | - | 5 11½ | 27 - | 20 10 | 19 |
| 189 | London - - | 17 5 | 18 7½ | - - | (a) 15 - | - | - | *2 5 | 31 6 | 20 - | 20 |
| 191 | Dunstable - - | 19 - | 21 - | - - | 20 - | - | - | 1 - | 33 5 | 20 - | 21 |

* The Company's charge is less than that allowed by law by this amount.

(a) In quantities of not less than Four tons.

(b) In quantities of not less than Three tons.

Company's Acts, for Conveyance (only) of certain ARTICLES mentioned therein, and the ARTICLES between YORK and the undermentioned STATIONS.

| Class. | | | | First Class. | | | | | | Second Class. | | | | | |
|--|------------------------|-------------------------|---|--|--|-------------------------|-------------------------|--|------------|---|-------------------------|-------------------------|-------|--|--|
| Charge for Grain per Lowest Rate in Company's Rate Book. Col. 3. | Difference between | | Sheet Iron, Hoop Iron, and other Descriptions of Wrought Iron. . | Nails, Sugar (except Lump Sugar, Loose). . | Charge per Company's Rate Book for First Class. Col. 3. | Difference between | | Vices, Hides (Green or Market), at Owner's Risk. . | Wool. . | Charge per Company's Rate Book for Second Class. Col. 3. | Difference between | | | | |
| | Cols 1 and 2. | Cols. 1 and 3. | | | | Cols. 1 and 3. | Cols. 1 and 3. | | | | Cols. 1 and 3. | Cols. 1 and 3. | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| s. s. — s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | | |
| 1 | 6 8 | 2 4 | - 8 | 4 10 | 6 - | 13 4 | 8 6 | 7 4 | 6 - | 8 4 | 16 8 | 10 8 | 8 4 | | |
| 2 | 6 8 | 1 7½ | - 9½ | 4 4 | 5 10½ | 12 6 | 8 2 | 6 7½ | 5 10½ | 8 6 | 16 8 | 10 9½ | 8 2 | | |
| 3 | 8 4 | 1 1 | 1 1 | 6 - | 7 3 | 13 4 | 7 4 | 6 1 | 7 3 | 9 9½ | 16 8 | 9 5 | 6 10½ | | |
| 4 | 8 4 | *- 2 | *- 2 | 7 1½ | 8 6 | 13 4 | 6 2½ | 4 10 | 8 6 | 11 3 | 16 8 | 8 2 | 5 5 | | |
| 5 | 10 - | *- 2 | *- 2 | 8 3½ | 10 2 | 15 - | 6 8½ | 4 10 | 10 2 | 12 11 | 18 4 | 8 2 | 5 5 | | |
| 6 | 10 - | - | *1 8 | 9 7 | 11 8 | 17 6 | 7 11 | 5 10 | 11 8 | 15 9½ | 21 8 | 10 - | 5 10½ | | |
| 7 | 11 8 | *1 6 | *2 4 | 11 8 | 14 - | 20 10 | 9 2 | 6 10 | 14 - | 18 8½ | 26 8 | 12 8 | 7 11½ | | |
| 8 | 16 8 | 1 2 | 1 2 | 12 11½ | 15 6 | 31 8 | 18 8½ | 16 2 | 15 6 | 20 7 | 38 4 | 22 10 | 17 9 | | |
| 9 | 12 6 | *4 6 | *4 6 | 14 3 | 17 - | 20 10 | 6 7 | 3 10 | 17 - | 22 5½ | 26 8 | 9 8 | 4 2½ | | |
| 10 | 12 6 | *5 10½ | *5 10½ | 14 11½ | 18 4½ | 25 - | 10 -½ | 6 7½ | 18 4½ | 24 9 | 30 - | 11 7½ | 5 3 | | |
| 11 | 13 4 | *3 10 | *4 6 | 15 1½ | 17 10 | 22 6 | 7 4½ | 4 8 | 17 10 | 23 7 | 28 4 | 10 6 | 4 9 | | |
| 12 | 15 - | *3 4 | *3 4 | 15 5 | 18 4 | 23 4 | 7 11 | 5 - | 18 4 | 24 1½ | 29 2 | 10 10 | 5 -½ | | |
| 13 | 11 8 | *8 2½ | *8 2½ | 16 3 | 19 10½ | 19 2 | 2 11 | *- 8½ | 19 10½ | 26 7½ | 25 - | 5 1½ | *1 7½ | | |
| 14 | 13 4 | *3 10 | *5 6 | 15 10½ | 18 10 | 23 4 | 7 5½ | 4 6 | 18 10 | 24 9 | 29 2 | 10 4 | 4 5 | | |
| 15 | (a) 12 6 | *4 2 | *6 8 | 16 2 | 19 2 | 23 4 | 7 2 | 4 2 | 19 2 | 25 2 | 29 2 | 10 - | 4 - | | |
| 16 | 15 10 | *4 10 | *5 8 | 17 11 | 21 6 | 26 8 | 8 9 | 5 2 | 21 6 | 28 2½ | 32 6 | 11 - | 4 3½ | | |
| 17 | 16 8 | *5 10 | *5 10 | 18 7½ | 22 6 | 25 10 | 7 2½ | 3 4 | 22 6 | 29 4 | 30 10 | 8 4 | 1 6 | | |
| 18 | 16 8 | *7 10 | *9 6 | 22 3½ | 26 2 | 30 - | 7 8½ | 3 10 | 26 2 | 33 11 | 35 - | 8 10 | 1 1 | | |
| 19 | 20 10 | *6 2 | *6 2 | 28 - | 27 - | 31 8 | 3 8 | 4 8 | 27 - | 34 11½ | 40 - | 13 - | 5 -½ | | |
| 20 | (a)(c) 15 - | *11 6 | *16 6 | 26 11½ | 31 6 | 33 4 | 6 -½ | 1 10 | 31 6 | 40 7 | 40 - | 8 6 | *- 7 | | |
| 21 | (a) 18 4 | *13 5 | *15 1 | 29 3 | 33 5 | 33 4 | 4 1 | *- 1 | 33 5 | 43 4½ | 45 - | 11 7 | 1 7½ | | |

(c) The rate for Flour is 18 s. 4 d., s. s., per ton, in quantities of not less than Four tons.

COMPARISON between the Maximum Charges allowed by the Great Northern Railway Company's

| Distance in Miles from York. | STATIONS. | Third Class. | | | | | Fourth | | | |
|--|------------------|---|--|------------------------------------|-----------------------------|----------------|--|--|----------------|--|
| | | Hides (Green or Market), Foreign (Dry and Loose), at Company's Risk. | Hats (Soft Felt) and Boots and Shoes in Boxes, Canes (Packed). | Charge per Company's Rate | Difference between | | Manufactured Goods (Woollen and Worsted). | Toys, Soft Felt Hats, in Crates. | | |
| | | | | | Book for Third Class. | Cols. | | | Cols. | |
| | | | | | | 1 and 3. | | | 2 and 3. | |
| | | Charge per Maximum Rate in the Company's Acts. Col. 1. | Charge per Maximum Rate in the Company's Acts. Col. 2. | Col. 3. | | | Charge per Maximum Rate in the Company's Acts. Col. 1. | Charge per Maximum Rate in the Company's Acts. Col. 2. | | |
| | | <i>s. d.</i> | <i>s. d.</i> | <i>C. D.</i> — <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| 32 | Wakefield - - | 6 - | 9 - | 21 8 | 15 8 | 12 8 | 8 4 | 9 - | 1 | |
| 34 | Doncaster - - | 5 10½ | 8 6 | 20 - | 14 1½ | 11 6 | 8 6 | 8 6 | 2 | |
| 37 | Batley - - - | 7 3 | 10 10½ | 20 - | 12 9 | 9 1½ | 9 9½ | 10 10½ | 3 | |
| 42 | Bradford - - - | 8 6 | 12 9 | 20 - | 11 6 | 7 3 | 11 3 | 12 9 | 4 | |
| 50 | Halifax - - - | 10 2 | 14 9 | 21 8 | 11 6 | 6 11 | 12 11 | 14 9 | 5 | |
| 70 | Lincoln - - - | 11 8 | 17 6 | 27 6 | 15 10 | 10 - | 15 9½ | 17 6 | 6 | |
| 84 | Grantham - - - | 14 - | 21 - | 32 6 | 18 6 | 11 6 | 18 8½ | 21 - | 7 | |
| 93 | Melton Mowbray - | 15 6 | 23 3 | 47 6 | 32 - | 24 3 | 20 7 | 23 3 | 8 | |
| 102 | Boston - - - | 17 - | 25 6 | 32 6 | 15 6 | 7 - | 22 5½ | 25 6 | 9 | |
| 102 | Ilkestone - - - | 18 4½ | 27 4 | 37 6 | 19 1½ | 10 2 | 24 9 | 27 4 | 10 | |
| 105 | Stamford - - - | 17 10 | 26 7 | 34 2 | 16 4 | 7 7 | 23 7 | 26 7 | 11 | |
| 110 | Alford - - - | 18 4 | 27 6 | 35 - | 16 8 | 7 6 | 24 1½ | 27 6 | 12 | |
| 111 | Derby - - - | 19 10½ | 29 7 | 30 - | 10 1½ | - 5 | 26 7½ | 29 7 | 13 | |
| 113 | Peterborough - - | 18 10 | 28 8 | 35 - | 16 2 | 6 9 | 24 9 | 28 3 | 14 | |
| 115 | Spalding - - - | 19 2 | 28 9 | 35 - | 15 10 | 6 3 | 25 2 | 28 9 | 15 | |
| 126 | Ramsey - - - | 21 6 | 32 - | 38 4 | 16 10 | 6 4 | 28 2½ | 32 - | 16 | |
| 135 | Northampton - - | 22 6 | 33 9 | 37 6 | 15 - | 3 9 | 29 4 | 33 9 | 17 | |
| 157 | Hitchin - - - | 26 2 | 39 3 | 43 4 | 17 2 | 4 1 | 33 11 | 39 3 | 18 | |
| 162 | Baldock - - - | 27 - | 40 6 | 48 4 | 21 4 | 7 10 | 34 11½ | 40 6 | 19 | |
| 189 | London - - - | 31 6 | 47 3 | 50 - | 18 6 | 2 9 | 40 7 | 47 3 | 20 | |
| 191 | Dunstable - - - | 33 5 | 49 4 | 50 - | 16 7 | - 8 | 43 4½ | 49 4 | 21 | |

Acts, for Conveyance (only) of certain Articles mentioned therein, &c.—*continued.*

| Class. | | | | Fifth Class. | | | Furniture. | | | | | |
|---|--|--|---|--|--|---|---|--------------------------------|---|-------------------------|-------------------------|-------|
| Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between | | Feathers, Boots and Shoes in Hampers and Parcels, Hats (except Soft Felt). Charge per Maximum Rate in the Company's Acts. Col. 1. | Charge per Com- pany's Rate Book for Fifth Class. Col. 2. | Difference between Cols. 1 and 2. | Charge per Maximum Rate in the Com- pany's Acts. Col. 1. | Charge per Company's Rate Book for | | | Difference between | | |
| | Cols. 1 and 3. Col. 3. | Cols. 2 and 3. Col. 3. | | | | | Fourth Class, at Owner's Risk. Col. 2. | Fifth Class. Col. 3. | Fifth Class, with 20% additional. Col. 4. | Cols. 1 and 2. | Cols. 1 and 4. | |
| | | | | | | | | | | | | |
| C. D. — s. d. | s. d. | s. d. | s. d. | C. D. — s. d. | s. d. | s. d. | s. d. | s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | s. d. | s. d. |
| 1 | 29 2 | 20 10 | 20 2 | 9 - | 40 - | 31 - | 9 - | 29 2 | 40 - | 48 - | 20 2 | 39 - |
| 2 | 25 - | 16 6 | 16 6 | 8 6 | 35 - | 26 6 | 8 6 | 25 - | 35 - | 42 - | 16 6 | 33 6 |
| 3 | 23 4 | 13 6½ | 12 5½ | 10 10½ | 28 4 | 17 5½ | 10 10½ | 23 4 | 28 4 | 34 - | 12 5½ | 23 1½ |
| 4 | 23 4 | 12 1 | 10 7 | 12 9 | 28 4 | 15 7 | 12 9 | 23 4 | 28 4 | 34 - | 10 7 | 21 3 |
| 5 | 26 8 | 13 9 | 11 11 | 14 9 | 33 4 | 18 7 | 14 9 | 26 8 | 33 4 | 40 - | 11 11 | 25 3 |
| 6 | 36 8 | 20 10½ | 19 2 | 17 6 | 50 - | 32 6 | 17 6 | 36 8 | 50 - | 60 - | 19 2 | 42 6 |
| 7 | 46 8 | 27 11½ | 25 8 | 21 - | 60 - | 39 - | 21 - | 46 8 | 60 - | 72 - | 25 8 | 51 - |
| 8 | 63 4 | 42 9 | 40 1 | 23 3 | 95 - | 71 9 | 23 3 | 63 4 | 95 - | 114 - | 40 1 | 90 9 |
| 9 | 46 8 | 24 2½ | 21 2 | 25 6 | 60 - | 34 6 | 25 6 | 46 8 | 60 - | 72 - | 21 2 | 46 6 |
| 10 | 50 - | 25 3 | 22 8 | 27 4 | 75 - | 47 8 | 27 4 | 50 - | 75 - | 90 - | 22 8 | 62 8 |
| 11 | 49 2 | 25 7 | 22 7 | 26 7 | 65 - | 38 5 | 26 7 | 49 2 | 65 - | 78 - | 22 7 | 51 5 |
| 12 | 50 - | 25 10½ | 22 6 | 27 6 | 65 - | 37 6 | 27 6 | 50 - | 65 - | 78 - | 22 6 | 50 6 |
| 13 | 41 8 | 15 -½ | 12 1 | 29 7 | 55 - | 25 5 | 29 7 | 41 8 | 55 - | 66 - | 12 1 | 36 5 |
| 14 | 50 - | 25 3 | 21 9 | 28 3 | 65 - | 36 9 | 28 3 | 50 - | 65 - | 78 - | 21 9 | 49 9 |
| 15 | 50 - | 24 10 | 21 3 | 28 9 | 65 - | 36 3 | 28 9 | 50 - | 65 - | 78 - | 21 3 | 49 3 |
| 16 | 55 - | 26 9½ | 23 - | 32 - | 70 - | 38 - | 32 - | 55 - | 70 - | 84 - | 23 - | 52 - |
| 17 | 50 - | 20 8 | 16 3 | 33 9 | 60 - | 26 3 | 33 9 | 50 - | 60 - | 72 - | 16 3 | 38 3 |
| 18 | 60 - | 26 1 | 20 9 | 39 3 | 75 - | 35 9 | 39 3 | 60 - | 75 - | 90 - | 20 9 | 50 9 |
| 19 | 70 - | 35 -½ | 29 6 | 40 6 | 100 - | 59 6 | 40 6 | 70 - | 100 - | 120 - | 29 6 | 79 6 |
| 20 | 66 8 | 26 1 | 19 5 | 47 3 | 75 - | 27 9 | 47 3 | 66 8 | 75 - | 90 - | 19 5 | 42 9 |
| 21 | 66 8 | 23 3½ | 17 4 | 49 4 | 80 - | 30 8 | 49 4 | 66 8 | 80 - | 96 - | 17 4 | 46 8 |

Appendix, No. 9.

PAPER handed in by Mr. Charles King, 5 May 1881.

GRAIN RATES.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.—STATION TO STATION RATES.

| Miles. | | Per Ton. | RATES from CROYDON. | |
|--------|-------------------------------------|----------|---------------------|----------|
| | | | Miles. | Per Ton. |
| | Between WILLOW WALK, LONDON, and | s. d. | | s. d. |
| 56 | Guildford - - - - - | 4 - | 47 | 6 8 |
| 53 | Bramley - - - - - | 4 - | 44 | 3 5 |
| 48 | Cranleigh - - - - - | 5 5 | 37 | 4 6 |
| 44 | Rudgwick - - - - - | 4 11 | — | — |
| 37 | Horsham - - - - - | 4 5 | — | — |
| 20 | Redhill - - - - - | 3 9 | 11 | 3 4 |
| 84 | Portsmouth - - - - - | 7 6 | 75 | 8 2 |

BY SOUTH EASTERN RAILWAY.

| Miles. | BRICKLAYERS' ARMS and | Per Ton. | Miles. | CROYDON and | Per Ton. | Miles. | GUILDFORD and | Per Ton. |
|--------|--------------------------|----------|--------|----------------|----------|--------|------------------|----------|
| | | s. d. | | | s. d. | | | s. d. |
| 19 | Merstham - - | 3 4 | 10 | Merstham - | 3 9 | 12 | Dorking - - | 4 7 |
| 21 | Redhill - - | 3 9 | 12 | Redhill - - | 3 4 | 15 | Betchworth - | 5 - |
| 27 | Betchworth - | 4 2 | 31 | Shalford - - | 6 8 | 21 | Redhill - - | 6 3 |
| 40 | Shalford - - | 4 - | 21 | Chilworth - | 6 8 | 23 | Merstham - | 6 8 |
| 30 | Chilworth - - | 5 - | 33 | Guildford - | 6 8 | 33 | Croydon - - | 6 8 |
| 42 | Guildford - - | 4 - | | | | | | |

Appendix, No. 10.

PAPER handed in by the *Chairman*, 5 May 1881.

The SELECT COMMITTEE of the HOUSE of COMMONS now sitting to inquire into the
Subject of RAILWAY CHARGES, &c.

The MEMORIAL of the Representative Body of BICYCLISTS, namely, The BICYCLE
UNION of the UNITED KINGDOM,

Sheweth,

THAT since the year 1869, when bicycles were first introduced into this country, the sport has gradually grown until it is computed that there are now in London alone 10,000 riders, and in the country not less than 100,000.

That supplying the increasing demands for bicycles, forms one of the staple trades of Coventry, and that the work of manufacture is also largely carried on in London, Wolverhampton, Birmingham, Nottingham, Mansfield, and other towns, thereby giving employment to thousands of workmen.

That the sport is of such importance that it supports three weekly newspapers, two monthly magazines, and three annual publications, each and all entirely devoted to the bicycle interest.

That the practice of bicycling is now universally admitted, and recommended by the faculty as conducive to health, especially for those obliged to follow a sedentary occupation, and that it has been recognised by Parliament as requiring special legislation (*vide* Highways Amendment Act, 1878).

That bicycling so far from in any way reducing the traffic of railways, actually largely increases railway travelling, and yet the companies have placed restrictive and unequal tariffs (as compared with other similar vehicles) on the carriage of bicycles.

That whereas in 1876 all the leading lines (except the London, Chatham, and Dover, the South Eastern Railway, and the London, Brighton, and South Coast Railways, carried bicycles and perambulators, when accompanied by a passenger, at a fair and reasonable rate, viz: 12 miles 6 *d.*, to 100 miles 2 *s.*, and 6 *d.* for every additional 50 miles, they have since that time doubled their charges for the former, while not increasing the latter, although still requiring that bicycles be carried at owner's risk.

That the chief points to which your memorialists beg to draw your honorable attention are as follow:—

1. That bicycles though charged double the rates of perambulators actually weigh no more, but in most cases less.
2. That they occupy less space in a guard's van.
3. That they are always placed in and removed from the van by the passengers themselves, whereas perambulators require the services of one or more porters.
4. That although only weighing from 30 to 50 lbs., bicycles are classed with and charged at the same rates as such bulky and heavy articles as bath chairs, velocipedes, hawker's hand carts, street pianos, and ice cream carts.
5. That although bicyclists are entitled, even if third class passengers only, to carry 60 lbs. weight of luggage, they rarely have any at all.
6. That although carried at owner's risk, the charges are on the leading lines as follow:—Any distance up to 12 miles, 1 *s.*; or in other words, even for the maximum distance, equal to a passenger's fare, decreasing in proportion but gradually as the distance is increased.

Thus, a bicyclist bringing his machine from Edinburgh to London has to pay 10 *s.*, being one-third of a third class passenger's fare, while 60 lbs. weight of luggage would be carried for him free, and a perambulator for one-sixth of the fare.

And your memorialists pray that they may be heard in support of this memorial, or that at any rate it may be received and entered on the minutes of proceedings of your honourable Committee.

And your memorialists will ever pray.

Signed on behalf of the Bicycle Union,

1, Lombard-street, E.C., 1 April 1881.

Robert Thos. Cork,
Honorary Secretary.

Appendix, No. 11.

PAPERS handed in by Mr. *James Brown*, 5 May 1881.

DRAPERY GOODS.

LONDON to NEWPORT.—Including Collection and Delivery.

| | Per Ton. | Maximum. | Excess. | Per Cent. |
|--|---------------------|---------------------|---------------------|-----------|
| | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> | |
| Mixed drapery (owner's risk) | 45 - | 33 8 | 11 4 | 25·17 |
| Haberdashery | 45 - | | | |
| Woollen goods | 45 - | | | |
| Heavy goods | 35 - | 26 9 | 8 3 | 23·57 |
| Hardware | 35 - | | | |
| Floor cloths | 35 - | | | |
| Carpets | 35 - | 33 8 | 1 4 | 3·8 |
| Furnishing furniture | 70 - | | | |
| Straw goods | 70 - | | | |
| Fur trimmings | 70 - | 38 8 | 31 4 | 44·75 |
| Lace | 70 - | | | |
| Silk | 70 - | | | |
| 20 per cent. extra when insured. This is an illegal charge. | | | | |
| Zinc | 30 | 26 9 | 3 3 | — |
| A usual charge for collection and delivery is 4 <i>s.</i> per ton. | | | | |

MANCHESTER to NEWPORT.—Including Collection and Delivery.

| | Per Ton. | Maximum. | Excess. | Per Cent. |
|--|---------------------|---------------------|---------------------|-----------|
| | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> | |
| Mixed drapery (owner's risk) - - - - - | 55 - | 40 - | 15 - | 27·27 |
| Haberdashery - - - - - | 55 - | | | |
| Woollen goods - - - - - | 55 - | | | |
| Heavy goods - - - - - | 43 4 | 37 6 | 5 10 | 13·40 |
| Hardware - - - - - | 43 4 | | | |
| Carpets - - - - - | 43 4 | | | |
| Floor cloths - - - - - | 43 4 | 42 6 | — 10 | — |
| Straw goods - - - - - | 65 - | 42 6 | 22 6 | 34·61 |
| Fur trimmings - - - - - | 65 - | 42 6 | 22 6 | |
| Furnishing furniture - - - - - | 65 - | 42 6 | 22 6 | |

20 per cent. extra for insurance. An illegal charge. Returned packages 30 *s.* per ton.A usual charge for collection and delivery is 4 *s.* per ton.

FURNITURE.

| | Per Ton. | Maximum. | Excess. | Per Cent. |
|---|---------------------|----------------------------|---------------------|-----------|
| | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> | |
| London to Newport, Station to Station - - - | 70 - | 38 8 | 31 4 | 44·75 |
| When insured, 20 per cent. extra - - - | 84 - | Illegal charge. | | |
| In vans, at owner's risk - - - - - | 70 - | Illegal without agreement. | | |

BIRMINGHAM to NEWPORT.

| | Per Cent. |
|---|----------------|
| Springs, copper sheathing, hardwares, charged 25 <i>s.</i> , Station to Station - - - | Should be 25·0 |
| Presses 35 <i>s.</i> ; tools 50 <i>s.</i> ; should be 28 <i>s.</i> 1 <i>d.</i> , and 20 <i>s.</i> | 20 <i>s.</i> |

MONMOUTHSHIRE RAILWAY.—Station to Station.

| | Miles. | | Lots of 2 Tons. | | | | | | |
|-------------------|--------|--|--------------------|-------|-------|-------|-------|-------|-------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Ebbw Vale - - - | 21½ | The maximum charge authorised by their Act for the highest class of goods. | 5 6 | 5 10 | - | 10 10 | 11 8 | 13 4 | 16 8 |
| Aberbeeg - - - | 15 | | 3 9 | 5 - | 7 6 | 8 4 | 10 - | 11 8 | 16 8 |
| Abercarne - - - | 10½ | | 2 9 | 3 4 | 6 8 | 8 4 | 10 - | 11 8 | 15 - |
| Newbridge - - - | 11 | | 2 9 | 4 2 | 7 6 | 8 4 | 10 - | 11 - | 15 10 |
| Blaenavon - - - | 16½ | | 4 3 | 5 - | 9 2 | 10 7 | 12 6 | 15 - | 21 8 |
| Crumlin - - - | 12½ | | 3 3 | 4 2 | 7 6 | 8 4 | 10 - | 11 8 | 16 8 |
| Risca - - - | 6½ | | 1 10 | 2 6 | 5 10 | 7 6 | 4 2 | 10 10 | 13 4 |
| Abersychan - - - | 12½ | | 3 3 | 4 2 | 9 2 | 10 - | 11 8 | 13 4 | 20 - |
| Pontypool - - - | 11 | | 2 9 | 3 4 | 7 6 | 8 4 | 9 2 | 12 6 | 15 - |
| Nant-y-glo - - - | 23 | | 5 6 | 5 10 | 10 - | 10 10 | 12 6 | 15 1 | 20 6 |
| Abertillery - - - | 17½ | | 4 6 | - | - | - | - | - | - |
| Blaina - - - | 19½ | | 5 - | 5 10 | 10 - | 10 10 | 12 6 | 15 - | 20 - |

In 1870 charged 7s. 6d.; in 1873 charged 8s. 4d.; in 1881 charged 10s.

It is impossible to state what the percentage of these charges average over and above the maximum charges provided for in the Acts; nevertheless it is something very considerable.

SOUTH WALES.—Station to Station.

| | | | | | | | | | |
|------------------|----|---|------|-----|------|------|------|------|------|
| Marshfield Say 6 | 5 | The maximum charge authorised by their Act on the highest class of goods. | 2 - | 5 - | 6 8 | 7 6 | 10 - | 15 - | - |
| Pyle - - - | 38 | | 12 8 | 7 6 | 10 - | 13 4 | 18 4 | 26 8 | 45 - |
| Grange Court - - | 37 | | 12 4 | 6 8 | 12 6 | 15 - | 18 4 | 22 6 | 28 4 |
| Gloucester - - - | 45 | | 15 - | 6 8 | 10 - | 12 6 | 15 - | 23 4 | 40 - |
| Glyn Neath - - - | 41 | | 13 8 | 8 4 | 13 4 | 15 - | 18 4 | 26 8 | 50 - |
| Peterston - - - | 19 | | 6 4 | 4 2 | 8 4 | 10 - | 12 6 | 15 - | 20 - |
| Woolaston - - - | 22 | | 9 2 | 5 - | 8 4 | 11 8 | 13 4 | 16 8 | 25 - |
| Tondu - - - | 35 | | 11 8 | 6 8 | 11 8 | 14 2 | 17 6 | 21 8 | 26 8 |
| Chepstow - - - | 17 | | 5 8 | 3 9 | 7 6 | 10 - | 11 8 | 16 8 | 20 - |
| Ely - - - | 14 | | 4 8 | - | 8 - | 10 - | 12 6 | - | - |
| Llantrissant - - | 23 | | 7 8 | - | 10 - | 11 8 | 14 2 | - | - |

The above observations are equally applicable here.

SIRHOWY, RHYMNEY, N. A. H., MONMOUTH.—Station to Station.

| | | | | | | | | | |
|-----------------------|----|--|------|-----|------|-------|-------|-------|------|
| Sirhowy - - S. | 23 | The maximum charge authorised by their Acts on the highest class of goods. | 5 9 | 6 8 | 9 2 | 10 - | 13 4 | 15 10 | 18 4 |
| Tredegar Junction S. | 13 | | 3 3 | 5 - | 7 6 | 9 2 | 10 10 | 13 4 | 16 8 |
| Whiterose - - R. | 15 | | 3 9 | 6 8 | 10 - | 12 6 | 16 8 | 20 - | 25 - |
| Penpergwm - M. | 18 | | 4 6 | 4 2 | 9 2 | 10 10 | 13 4 | 16 8 | 20 - |
| Abergavenny, N. A. H. | 17 | | 4 3 | - | - | - | - | - | - |
| Treherbert - R. | 25 | | 6 - | 7 6 | 13 4 | 10 - | 17 6 | 20 - | 30 - |
| Hereford - N. A. H. | 40 | | 10 - | 7 6 | 13 4 | 15 10 | 19 2 | 23 4 | 30 - |
| Uak - - - M. | 16 | | 4 - | 4 2 | 9 2 | 10 10 | 13 4 | 16 8 | 20 - |
| Ystrad - - R. | 32 | | 8 - | 7 6 | 13 4 | 15 - | 17 6 | 20 - | 30 - |
| Machen - - R. | 8 | | 2 - | 4 2 | 8 4 | 10 - | 15 - | 17 6 | - |
| Rhydney - - R. | 26 | | 6 6 | 6 8 | 10 - | 12 6 | 16 8 | 20 - | 25 - |
| Raglan - - M. | 20 | | 5 - | 5 - | 10 - | 11 8 | 15 - | 18 4 | 22 6 |

The above observations are equally applicable here.

NEWPORT to ABERBEEG.—15 Miles.—Station to Station.

| | Charge. | Maximum. | Excess. |
|--|--------------|--------------|--------------|
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Wines and Spirits - - - - - | 7 6 | 3 9 | 3 9 |
| In 1873, Advanced to - - - - - | 8 4 | 3 9 | 4 7 |
| In 1881, Delivery at Newport - - - - - | 10 - | 4 9 | 5 3 |
| Timber - - - - - | 6 - | 3 9 | 2 3 |

IRON RAILS were charged, Blaenavon to Paddington, 12 *s.* 10 *d.*, when 4 *s.* 8 *d.* is added to New Cross.

STABLE MANURE.—Station to Station.

| | Miles. | Charge. | Maximum. | Excess. |
|---------------------------------|--------|--------------|--------------|--------------|
| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Newport to Cardiff - - - - - | 11½ | 2 6 | 1 6 | 1 - |
| Marshfield - - - - - (really 5) | 6 | 2 6 | - 9 | 1 9 |
| Portskewit - - - - - | 12½ | 3 9 | 1 8 | 2 1 |

WAGGONS Laden with CATTLE or SHEEP :—

| | |
|---|-----------------|
| | <i>£. s. d.</i> |
| From Carmarthen, <i>viâ</i> Newport (88 miles) to Hereford (40 miles) - - - - - | 2 6 - |
| If from Carmarthen to Newport only - - - - - | 3 2 3 |

A Third Class Passenger, in charge to Hereford - 7 *s.* 6 *d.* for 128 miles.

Ditto - - ditto - - Newport - 8 *s.* 11 *d.* „ 88 „

During the Rinderpest an extra charge of 1 *s.* for Cleaning Carriages was imposed, and is still continued.

HAY.

| From NEWPORT To | Miles. | Charge. | Maximum. | Excess. |
|------------------------|--------|--------------|--------------|--------------|
| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Risca - - - - - | 6½ | 7 6 | 1 9 | 5 9 |
| Mountain Ash - - - - - | 34 | 10 - | 8 6 | 1 6 |
| Hirwain - - - - - | 32 | 15 - | 8 - | 7 - |
| Treherbert - - - - - | 35 | 12 6 | 8 9 | 3 9 |
| Aberdare - - - - - | 30 | 10 - | 7 6 | 2 6 |
| Ferndale - - - - - | 29 | 12 6 | 7 3 | 5 3 |
| Ystrad - - - - - | 32 | 12 6 | 8 - | 4 6 |

Appendix, No. 12.

PAPER handed in by the *Chairman*.

MEMORIAL of Oldham Master Cotton Spinners and Manufacturers' Association.

To the Hon. *Evelyn Ashley*, M.P., Chairman of Select Committee, House of Commons, to Inquire into the Question of Railway Freightage Charges.

Office, 12, Clegg-street, Oldham,
7 May 1881.

Sir,

ON behalf of the above Association I am instructed to represent to your Select Committee that cotton spinners here are aggrieved at the high freightage charges made and paid between Liverpool and Oldham for the carriage of cotton by rail. The charge per ton from station to station is 11 s., and 1 s. 3 d. per ton for cartage, making a total charge of 12 s. 3 d. per ton delivered at the mills in Oldham.

This is excessive: 1st. As compared with the freightage of other commodities from Liverpool to Oldham, which is a distance of 38 miles—

| | | | | | |
|--------------------------------|-----------|---|---|-----------|------------------------------|
| Bricks are charged | - | - | - | 4 s. 2 d. | per ton, station to station. |
| Pig iron is | „ | - | - | 5 s. 4 d. | „ „ |
| Bar iron | „ | - | - | 7 s. 6 d. | „ „ |
| Flags, stone, &c., are charged | 5 s. 4 d. | „ | „ | | |
| Grain is charged | - | - | - | 8 s. 8 d. | „ „ |
| Cotton | „ | - | - | 11 s. | „ „ |

It may be urged that cotton is more exposed to the risk of fire in transit than such goods as are mentioned above, but from statements made by a number of firms who have been long in the trade, the claims made by them are so small as to be unappreciable, compared with the amounts paid by the same firms during same period for freightage.

Perhaps 1 d. per ton would cover all losses from fire in transit, but this could easily be ascertained by requiring the railway companies to show receipts for amounts received by their clients for these losses, and comparing them with the amount received for freightage charges.

2nd. This charge is excessive, as compared with freightage charges for longer distances; e.g.:—

Hull to Oldham, a distance of 94 miles.

| | | | | |
|--|---|---|---|---|
| Grain and potatoes, 13 s. 4 d. per ton—5 s. 5 d. per ton for 38 miles, or about one-half | - | - | - | } Freightage of Cotton from Liverpool to Oldham. |
| Minerals, 9 s. 4 d. per ton—3 s. 9 d. per ton for 38 miles, or about one-third | - | - | - | |
| Machinery for export, 20 s. per ton—8 s. per ton for 38 miles, or 3 s. less than | - | - | - | |
| Cotton, 13 s. 9 d. per ton—5 s. 6 d. per ton for 38 miles, or about one-half | - | - | - | |

Again—

London to Oldham; nearest route, 191 miles.

| | | | | |
|--|---|---|---|---|
| Cement, 17 s. 6 d. per ton—3 s. 6 d. per ton for 38 miles, or less than one-third | - | - | - | } Freightage of Cotton from Liverpool to Oldham. |
| Minerals, 18 s. 4 d. per ton—3 s. 8 d. per ton for 38 miles, or about one-third | - | - | - | |
| Grain, 18 s. 4 d. per ton—3 s. 8 d. per ton for 38 miles, or about one-third | - | - | - | |
| Machinery for shipment, 27 s. 6 d. per ton—5 s. 6 d. per ton for 38 miles, or about one-half | - | - | - | |
| Cotton, 1 l. 5 s. per ton—5 s. per ton for 38 miles, or less than one-half | - | - | - | |

The machinery for export which goes to create foreign competition is, therefore, carried at half the rate per mile of what is charged for freightage of cotton from Liverpool to Oldham.

3rd. This charge is excessive, considering the enormous business done in cotton between Liverpool and Oldham, compared with what it was in former years, and the freightage charges then made.

Oldham to-day consumes more than one-fourth part of the whole quantity of raw cotton used in Great Britain, and considerably more than one-fifth of the cotton imported into Great Britain. The yearly tonnage to Oldham and district is nearly 160,000 tons, and the amount paid for freightage and cartage is nearly 100,000 l. a year. Notwithstanding this enormous business the rate of freightage has been increased rather than decreased. In the year 1852, when Oldham contained scarcely half the present number of spindles, the freightage of cotton from Liverpool to Oldham was 6 s. 6 d.

per ton; shortly after it went up to 9 s. per ton. In 1866 it was 10 s., and in 1872 it was made into 11 s. per ton, and though since then the increase in the number of spindles has been nearly 60 per cent., no reduction has been made in the rate of cotton freightage.

We wish to call attention here to the fact that the Duke of Bridgewater's Canal Act only allows a maximum charge for cotton of 6 s. per ton from Liverpool to Manchester, yet the rate quoted by that company for carriage of cotton between these two places is 9 s. per ton, and I am informed this has been charged to some of the members of this Association, 11 s. 6 d. being charged by canal to Middleton Junction, a place within the limits of this Association. We have to complain that competition in the carriage of cotton is destroyed by the fact that an agreement exists among the railway companies which run through Oldham, namely, the Lancashire and Yorkshire, the London and North Western, and the Manchester, Sheffield, and Lincolnshire Railway Companies, to charge one uniform rate of freightage for cotton from Liverpool to Oldham, which is 11 s. As this Agreement appears to have been acquiesced in by the canal company as well, we have no way of dealing with the matter only by falling into the hands of the canal and railway companies, and allowing them to charge such rate as they please.

Under these circumstances we urge that the rate for the freightage of cotton from Liverpool to Oldham should be reduced at least one-half, say 5 s. 6 d. per ton. I am instructed to say that the cotton trade of Oldham is much hampered by the present excessive rate of freightage for its staple article, and that we hope this appeal will give us some redress.

Yours, &c.
(signed) Samuel Andrew, Secretary.

Appendix, No. 13.

PAPER handed in by Mr. Hickman.

TABLE showing RATES complained of, and Effect on Cost of Pig Iron.

| From | To | Distance. | Rate Charged in Owners' Waggon. | Charge for Waggon. | Total Charge. | Total Charge per Ton per Mile. | Maximum Legal Charge per Ton per Mile. | Total Maximum Legal Charge. | Excess of Charge above Maximum Legal Charge. | Addition to Cost of Ton of Pig Iron. | Rate from Thrapstone to Deepfields. | Excess of Charge above Rate from Thrapstone. | Addition to Cost of Ton of Pig Iron. |
|------------|------------|-----------|---|--------------------|---------------|--------------------------------|---|-----------------------------|--|--------------------------------------|---|--|--------------------------------------|
| COAL: | Round Oak | 6 51 | s. d. 1 7 | s. d. - 6 | s. d. 2 1 | d. 3½ | S. Valley - 1 L. & N. W. - 1½ G. W. R. - 1½ Say - 1½ | - 7½ | s. d. 1 5½ | 3 8 or 10% to 5% | - | - | s. d. - |
| | | | s. d. 3 10 (1½ d. per ton per mile.) | - 8 | 4 6 | 1 36 | Say - - - 1½ | 3 8½ | - 9½ | 1 7 | 3 s. 3 d. for 85 miles 62 chains; 45 d. per ton per mile; say ½ d. | 2 2 | 4 4 or 10% |
| IRONSTONE: | Chatterley | 39 52 | 5 - | - 8 | 5 8 | 1 44 | - - - - | 4 5 | 1 3 | 3 1½ | - ditto - - | 3 3 | 8 1 or 12½% |
| | | | | | | | | | | | | | |
| PIG IRON: | Deepfields | 9 2 | - | - | 2 6 | - | S. Valley - 1½ | 1 3½ | 1 2½ | 1 2½ | - | - | - |
| | Ditto | 7 72 | - | - | 2 11 | - | - - - - | 1 2 | 1 9 | 1 9 | - | - | - |
| | Ditto | 4 2 | - | - | 2 6 | - | - - - - | - 7 | 1 11 | 1 11 | - | - | - |

Effect of Excessive Charges on Cost of Ton of Pig Iron:

| | s. d. | | s. d. |
|---|---|---|---------------------------------|
| Costs charged above legal maximum | 3 8 | Effect of Charges on Cost of Ton of Pig Iron, calculated on Ironstone at reasonable rate: | s. d. |
| Ironstone, taking half Chatterley and half Froghall | 2 4 | Say Thrapstone, taking half Chatterley, as before | 6 2 |
| Delivery of pig, taking average | 1 9 | Coals above legal maximum | 3 8 |
| | | Delivery, as above | 1 9 |
| TOTAL | 7 9 | TOTAL | 11 7 |
| | or about 15 per cent. of average price. | | or about 25 per cent. of price. |

Appendix, No. 14.

PAPERS handed in by Mr. W. A. Hunter, 5 May 1881. - - - -

THE CHELMSFORD RATE BOOK. - - - -

| Between Chelmsford and | | MINERAL CLASS. | | | | | | SPECIAL CLASS. | | | | | | | | | |
|-------------------------------|--|-----------------------------------|------------------|---------------|------------------------------|-------|-------|-------------------------------|------------------|---------------------------|----------------------|---------------------------|----------------------|---------------------------|----------------------|----|--|
| | | Actual Charge for A. B. and C. | | | Maximum Rate for A. B. C. | | | Actual Charge for D. E. F. | | Maxi- mum for D. | Excess upon D. | Maxi- mum for E. | Excess upon E. | Maxi- mum for F. | Excess upon F. | | |
| | | 4 Ton Lots. | Under 4 Tons. | 1 Ton Lot. | — | — | — | 2 Ton Lots. | Under 2 Tons. | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | |
| Witham - - - | | 2 - | 3 9 | 3 9 | - 10½ | 1 - | 1 1½ | 3 9 | 8 4 | 1 2 | 4 2 | 1 6 | 3 8 | 1 11 | 3 5 | 1 | |
| Brentwood - - | | 2 3 | 4 7 | 4 7 | 1 1 | 1 3 | 1 6 | 4 7 | 9 2 | 1 6 | 4 8 | 2 - | 4 2 | 2 5 | 3 9 | 2 | |
| Maldon - - - | | 2 6 | 5 5 | 5 5 | 1 5 | 1 7 | 1 10 | 5 5 | 10 10 | 1 10 | 6 - | 2 6 | 5 4 | 3 1 | 4 9 | 3 | |
| Braintree - - | | 2 7 | 6 8 | 6 8 | 1 5½ | 1 8 | 1 11 | 6 8 | 10 10 | 1 4 | 5 11 | 2 7 | 5 3 | 3 2 | 4 8 | 4 | |
| Romford - - - | | 2 9 | 6 8 | 6 8 | 1 8 | 1 10 | 2 2 | 6 8 | 10 10 | 2 2 | 5 6 | 2 11 | 4 11 | 3 9 | 4 1 | 5 | |
| Colchester - - | | 3 3 | 7 6 | 7 6 | 2 1 | 2 4 | 2 9 | 7 6 | 12 6 | 2 9 | 6 9 | 3 8 | 5 10 | 4 7 | 4 11 | 6 | |
| Great Bentley - | | 3 1 | 9 2 | 9 2 | 2 11 | 3 3 | 3 11 | 9 2 | 14 2 | 3 11 | 7 3 | 5 3 | 5 11 | 6 6 | 4 8 | 7 | |
| Melford - - - | | 3 1 | 9 2 | 9 2 | 2 11 | 3 3 | 3 11 | 9 2 | 12 6 | 3 11 | 5 7 | 5 3 | 4 3 | 6 6 | 3 - | 8 | |
| Ipswich - - - | | 4 7 | 10 - | 10 - | 3 8 | 4 1 | 5 9 | 10 - | 15 10 | 5 9 | 7 1 | 6 6 | 6 4 | 8 2 | 4 8 | 9 | |
| Lavenham - - - | | 4 4 | 10 - | 10 - | 3 6 | 3 10 | 4 8 | 10 - | 15 10 | 4 8 | 8 2 | 6 2 | 6 8 | 7 9 | 5 1 | 10 | |
| Great Chester - | | 5 10 | 10 10 | 10 10 | 4 6 | 5 - | 6 - | 10 10 | 17 6 | 6 - | 10 6 | 8 1 | 8 5 | 10 1 | 5 5 | 11 | |
| Stowmarket - - | | 5 5 | 11 8 | 11 8 | 4 8 | 5 3 | 6 4 | 11 8 | 17 6 | 6 4 | 8 2 | 8 5 | 6 1 | 10 6 | 4 - | 12 | |
| Framlingham - | | 5 5 | 12 4 | 12 4 | 5 8 | 6 4 | 7 7 | 12 4 | 17 6 | 7 7 | 6 11 | 10 2 | 5 4 | 12 8 | 1 10 | 13 | |
| Aldeburgh - - | | 5 8 | 13 4 | 13 4 | 6 6 | 7 2 | 8 8 | 13 4 | 19 2 | 8 8 | 7 6 | 11 7 | 3 7 | 14 4 | 1 10 | 14 | |
| Norwich - - - | | 6 6 | 10 10 | 10 10 | 8 - | 8 4 | 10 9 | 10 10 | 20 - | 10 9 | 6 3 | 14 4 | 2 8 | 17 4 | - | 15 | |
| Stow - - - - | | 7 - | 13 4 | 13 4 | 8 7 | 9 5 | 11 5 | 13 4 | 22 6 | 11 5 | 9 1 | 15 3 | 5 3 | 19 1 | 1 5 | 16 | |
| Aylsham - - - | | 7 9 | 14 2 | 14 2 | 9 8 | 10 10 | 13 - | 14 2 | 24 2 | 13 - | 9 2 | 17 4 | 4 10 | 21 7 | - 7 | 17 | |
| Walton-on-Naze - | | 4 8 | 10 - | 10 - | 3 9 | 4 2 | 5 1 | 10 - | 15 10 | 5 1 | 7 9 | 6 9 | 6 1 | 8 5 | 4 5 | 18 | |
| Needham - - - | | 5 2 | 10 10 | 10 10 | 4 5 | 4 11 | 5 10 | 10 10 | 16 8 | 5 10 | 7 10 | 7 10 | 5 10 | 9 9 | 3 11 | 19 | |
| Higham - - - | | 5 5 | 11 8 | 11 8 | 5 1 | 5 8 | 6 10 | 11 8 | 17 6 | 6 10 | 7 10 | 9 2 | 5 4 | 11 6 | 3 - | 20 | |
| Cambridge - - | | 5 5 | 12 6 | 12 6 | 5 6 | 6 1 | 7 4 | 12 6 | 17 6 | 7 4 | 7 2 | 9 9 | 4 9 | 12 2 | 2 4 | 21 | |
| Newmarket - - | | 5 5 | 13 4 | 13 4 | 5 10 | 6 6 | 7 10 | 13 4 | 18 4 | 7 10 | 7 6 | 10 6 | 4 10 | 13 1 | 2 3 | 22 | |
| Beccles - - - | | 6 3 | 13 4 | 13 4 | 7 4 | 8 2 | 9 2 | 13 4 | 20 10 | 9 2 | 8 8 | 13 2 | 5 8 | 16 6 | 1 4 | 23 | |
| Lowestoft - - | | 6 9 | 13 4 | 13 4 | 8 3 | 9 1 | 11 - | 13 4 | 22 6 | 11 - | 8 6 | 14 7 | 4 11 | 18 5 | 1 1 | 24 | |
| Yarmouth - - | | 7 3 | 13 4 | 13 4 | 9 - | 10 - | 12 - | 13 4 | 22 6 | 12 - | 7 6 | 15 10 | 3 8 | 19 9 | - | 25 | |
| Peterborough - | | 7 9 | 14 2 | 14 2 | 9 7 | 10 8 | 12 10 | 14 2 | 24 2 | 12 10 | 8 4 | 17 2 | 4 - | 21 6 | - | 26 | |

- A.—Coals.
B.—Coke, cinders, cannel, culm, slack.
C.—Dung, compost, unground coprolites; tiles (common roofing, draining or paving); common slates; clay; sand; common and fire bricks; lime and limestone; stones for building, pitching, and paving.
D.—Artificial manure, unground bones (in bulk); salt for agricultural purposes and curing fish.
E.—Guano, ground bones, ground coprolites; pitch, tar, asphaltum.
F.—Flour; oilcake; malt; oil potatoes; rice; anvils; lead; loose chains; chain cables; ordinary dyewoods; timber; corn and grain also, except that under 25 miles the maximum is 2d. per ton per mile.
G.—Salt for domestic purposes; damagable iron; sheet, rod, or hoop iron; timber.
H.—Sugar (in casks, bags or cases, raw or refined); sugar (lump, in casks, boxes or hampers); saltpetre; oil in casks (ordinary, lubricating, not burning); ale and beer (in casks); hoofs and horns (packed); bones packed (not for manure or size); tallow; molasses; rags; crush turpentine in casks; vinegar in casks; sheepskins in casks; earthenware, bottles or jars (packed); paper (coarse, for wrapping goods or printing newspapers); iron nails.

TOTAL NUMBER of STATIONS given in Table—26.

| | | | | | Number of Stations to which Overcharge is made. | Minimum Overcharge. | Maximum Overcharge. |
|-----------------|--|--|--|--|--|------------------------|------------------------|
| Mineral Class: | | | | | | s. d. | s. d. |
| A.—Under 4 tons | | | | | 26 | 2 11 | 7 8 |
| B.—Under 4 tons | | | | | 26 | 2 9 | 7 - |
| C.—Under 4 tons | | | | | 26 | 2 7 | 5 4 |
| D.—Under 2 tons | | | | | 26 | 4 3 | 10 6 |
| E.—Under 2 tons | | | | | 26 | 3 8 | 8 5 |
| F.—Under 2 tons | | | | | 23 | - 7 | 5 5 |
| G.— - - - | | | | | 26 | 3 8 | 8 5 |
| H.— - - - | | | | | 23 | - 7 | 6 5 |
| I.— - - - | | | | | 26 | 2 8 | 9 10 |
| K.— - - - | | | | | 26 | 5 1 | 12 5 |
| L.— - - - | | | | | 26 | 5 9 | 13 9 |
| M.— - - - | | | | | 24 | 1 - | 7 8 |
| N.— - - - | | | | | 26 | 7 - | 11 10 |

Appendix, No. 14.

PAPERS handed in by Mr. W. A. Hunter, 5 May 1881.

THE CHELMSFORD RATE BOOK.

| | CLASS I. | | | | | CLASS II. | | | CLASS III. | | | CLASS IV. | | | | | CLASS V. | | |
|----|-------------------------|----------------|----------------|----------------|----------------|----------------------|----------------|----------------|----------------------|----------------|----------------|-------------------------|----------------|----------------|----------------|----------------|----------------------|----------------|----------------|
| | Actual Charge for G. H. | Maximum for G. | Excess upon G. | Maximum for H. | Excess upon H. | Actual Charge for I. | Maximum for I. | Excess upon I. | Actual Charge for K. | Maximum for K. | Excess upon K. | Actual Charge for L. M. | Maximum for L. | Excess upon L. | Maximum for M. | Excess upon M. | Actual Charge for N. | Maximum for N. | Excess upon N. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1 | 8 4 | 1 6 | 3 8 | 1 11 | 3 5 | 8 9 | 1 11 | 3 10 | 10 - | 1 11 | 3 1 | 11 8 | 1 11 | 5 9 | 3 - | 4 8 | 15 - | 3 - | 8 - |
| 2 | 9 2 | 2 - | 4 2 | 2 5 | 3 9 | 9 7 | 2 5 | 4 2 | 10 10 | 2 5 | 5 5 | 15 - | 2 5 | 8 7 | 3 11 | 7 1 | 18 4 | 8 11 | 10 5 |
| 3 | 10 10 | 2 6 | 5 4 | 3 1 | 4 9 | 11 3 | 3 1 | 5 2 | 11 8 | 3 1 | 5 7 | 15 - | 3 1 | 7 11 | 4 4 | 6 1 | 18 4 | 4 11 | 9 5 |
| 4 | 10 10 | 2 7 | 5 3 | 3 2 | 4 8 | 12 1 | 3 2 | 5 11 | 12 6 | 3 2 | 6 4 | 16 8 | 3 2 | 9 6 | 5 1 | 7 7 | 30 - | 5 1 | 10 11 |
| 5 | 10 10 | 2 11 | 4 11 | 3 9 | 4 1 | 13 9 | 3 9 | 5 4 | 13 4 | 3 9 | 6 7 | 16 8 | 3 9 | 8 11 | 5 10 | 6 10 | 30 - | 5 10 | 10 2 |
| 6 | 12 6 | 3 8 | 5 10 | 4 7 | 4 11 | 13 9 | 4 7 | 6 2 | 13 - | 4 7 | 7 5 | 18 4 | 4 7 | 9 9 | 7 4 | 7 - | 21 8 | 7 4 | 10 4 |
| 7 | 14 2 | 5 3 | 5 11 | 6 6 | 4 8 | 13 9 | 6 6 | 7 7 | 20 - | 6 6 | 10 6 | 21 8 | 6 6 | 11 2 | 10 5 | 7 - | 25 - | 10 5 | 10 7 |
| 8 | 12 6 | 5 3 | 4 3 | 6 6 | 3 - | 13 9 | 6 6 | 4 3 | 15 10 | 6 6 | 6 4 | 21 8 | 6 6 | 11 2 | 10 5 | 7 3 | 25 - | 10 5 | 10 7 |
| 9 | 13 10 | 6 6 | 6 4 | 8 2 | 4 8 | 18 9 | 8 2 | 7 7 | 21 8 | 8 2 | 10 6 | 23 4 | 8 2 | 11 2 | 18 - | 6 4 | 26 8 | 13 - | 9 8 |
| 10 | 15 10 | 6 2 | 6 8 | 7 9 | 5 1 | 18 9 | 7 9 | 8 - | 21 8 | 7 9 | 10 11 | 23 4 | 7 9 | 9 7 | 12 4 | 7 - | 26 8 | 12 4 | 10 4 |
| 11 | 17 6 | 8 1 | 8 5 | 10 1 | 6 5 | 20 5 | 10 1 | 9 4 | 23 4 | 10 1 | 12 3 | 25 10 | 10 1 | 13 9 | 16 2 | 7 8 | 30 - | 16 2 | 11 10 |
| 12 | 17 6 | 8 5 | 9 1 | 10 6 | 4 - | 20 5 | 10 6 | 6 11 | 23 4 | 10 6 | 9 10 | 25 10 | 10 6 | 12 2 | 16 10 | 5 10 | 30 - | 16 10 | 9 2 |
| 13 | 17 6 | 10 2 | 4 4 | 13 8 | 1 10 | 20 5 | 12 8 | 4 9 | 23 4 | 12 8 | 7 8 | 28 4 | 12 8 | 11 8 | 20 3 | 4 1 | 33 4 | 20 3 | 9 1 |
| 14 | 19 2 | 11 7 | 4 7 | 14 4 | 1 10 | 23 9 | 14 4 | 6 5 | 27 6 | 14 4 | 10 2 | 28 4 | 14 4 | 10 - | 23 1 | 1 3 | 35 - | 23 1 | 7 11 |
| 15 | 20 - | 14 4 | 2 8 | 17 4 | - | 24 2 | 17 4 | 3 6 | 27 6 | 17 4 | 7 2 | 35 - | 17 4 | 13 8 | 28 8 | 2 4 | 40 - | 28 8 | 7 4 |
| 16 | 22 6 | 15 3 | 6 3 | 19 1 | 2 5 | 25 5 | 19 1 | 5 4 | 31 8 | 19 1 | 11 7 | 35 - | 19 1 | 13 9 | 30 6 | 3 6 | 41 8 | 30 6 | 9 2 |
| 17 | 24 2 | 17 4 | 5 10 | 21 7 | - | 30 5 | 21 7 | 9 10 | 35 - | 21 7 | 16 5 | 30 8 | 21 7 | 13 1 | 36 7 | - | 43 4 | 34 7 | 8 9 |
| 18 | 15 10 | 6 9 | 6 1 | 8 6 | 4 5 | 18 9 | 8 5 | 7 4 | 21 8 | 8 5 | 10 3 | 25 - | 8 5 | 12 7 | 13 6 | 7 6 | 28 4 | 13 6 | 10 10 |
| 19 | 16 8 | 7 10 | 5 10 | 9 9 | 3 11 | 18 9 | 9 9 | 6 - | 21 8 | 9 9 | 8 11 | 25 10 | 9 9 | 12 1 | 15 8 | 6 2 | 30 - | 15 8 | 10 4 |
| 20 | 17 6 | 9 2 | 5 4 | 11 6 | 3 - | 20 5 | 11 6 | 5 11 | 23 4 | 11 6 | 8 10 | 27 8 | 11 6 | 11 2 | 18 4 | 4 2 | 31 8 | 18 4 | 9 4 |
| 21 | 17 6 | 9 9 | 4 9 | 12 2 | 2 4 | 20 5 | 12 2 | 5 5 | 23 4 | 12 2 | 8 2 | 26 8 | 12 2 | 10 6 | 19 6 | 3 2 | 31 8 | 19 6 | 8 2 |
| 22 | 18 4 | 10 6 | 4 10 | 13 1 | 2 3 | 22 1 | 13 1 | 6 - | 26 8 | 13 1 | 10 7 | 28 4 | 13 1 | 12 8 | 21 - | 3 4 | 33 4 | 21 - | 8 4 |
| 23 | 20 10 | 13 3 | 5 8 | 16 6 | 1 4 | 23 9 | 16 6 | 4 3 | 30 - | 16 6 | 10 6 | 31 8 | 16 6 | 11 2 | 26 2 | 1 6 | 36 4 | 26 2 | 6 2 |
| 24 | 22 6 | 14 7 | 4 11 | 18 5 | 1 1 | 25 5 | 18 5 | 4 - | 31 8 | 18 5 | 10 3 | 35 - | 18 5 | 12 7 | 29 2 | 1 10 | 40 - | 29 2 | 6 10 |
| 25 | 22 6 | 15 10 | 3 8 | 19 9 | - | 25 5 | 19 9 | 2 8 | 31 8 | 19 9 | 8 11 | 36 8 | 19 9 | 12 11 | 31 8 | 1 - | 43 4 | 31 8 | 7 8 |
| 26 | 24 2 | 17 2 | 4 - | 21 6 | - | 30 5 | 21 6 | 5 11 | 35 - | 21 6 | 10 6 | 36 8 | 21 6 | 11 2 | 34 4 | - | 45 4 | 34 4 | 7 - |

I.—Seeds (agricultural and field), under 25 miles 2d. per ton per mile; cheese (packed in hampers, boxes, casks or cases); butter (in casks, or boxes, or tubs with lids); bacon and hams (cured, packed); hops and horns (loose); bones (loose, not for manure); certain oils in casks; dressed flax (packed in bags or wrappers) and undressed flax; spirits of turpentine in casks; leather (undressed, and soling); paper or reels for printing; earthenware in casks or crates; earthenware imported or exported in cases or boxes; copper; vices.

K.—Bacon (cured, loose); hops; flax, dressed (not packed); dressed leather; leather in cases or crates; hides (green or market); fine paper; earthenware in hampers; Manchester packs; hardware in packages or cases; cotton wool (dressed and carded); cotton and linen cloth (packed); wine and spirits (in casks).

L.—Cheese (loose); cream cheese; earthenware in returned casks or crates; cotton, woollen, and worsted goods; cotton and linen cloth (not packed).

M.—Fresh meat; raspberries and strawberries; hay (minimum $1\frac{1}{2}$ ton, 8. to 8.); straw (minimum 1 ton, 8. to 8.); tea in bags; toys; window and other glass; hats or caps (soft felts, in crates); earthenware in boxes.

N.—Furniture (packed in cases, crates, frames, or on flats); shoes; hats; musical instruments.

EXCEPTIONAL STATION TO STATION RATES.

| | GRAIN. | | OILCAKES. | | WOOL. | | FLOUR. | | BEER. | |
|------------------------|------------------------|----------|------------------------|----------|------------------------|----------|------------------------|----------|-----------------------------|----------|
| | Actual Charge per Ton. | Maximum. | Actual Charge per Ton. | Maximum. | Actual Charge per Ton. | Maximum. | Actual Charge per Ton. | Maximum. | Actual Charge per Ton. | Maximum. |
| Between Chelmsford and | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Witham - - - | - - | - | - - | - | 8 4 | 1 11 | - | - | - | - |
| Brentwood - - - | 4 ton lots. 3 9 | 2 6 | - - | - | 7 6 | 2 5 | - | - | - | - |
| Romford - - - | - - | - | - - | - | - - | - | - - | - | 4 ton lots. 5 - | 3 9 |
| Maldon - - - | 3 9 | 3 1 | - - | - | 9 2 | 3 1 | - - | - | - | - |
| Colchester - - - | - - | - | 5 ton lots. 5 5 | 4 7 | 11 8 | 4 7 | 4 ton lots. 5 10 | 4 7 | Delivered. 10 - | 4 7 |
| Braintree - - - | 2 ton lots. 4 7 | 2 7 | 4 7 | 3 2 | 9 2 | 3 2 | - | - | - | - |
| Melford - - - | 7 1 | 6 6 | 7 1 | 6 6 | - | - | - | - | - | - |
| Ipswich - - - | - - | - | 7 6 | 8 2 | 15 10 | 8 2 | - | - | - | - |
| Norwich - - - | - - | - | 8 4 | - | - | - | - | - | - | - |
| | | | 2 ton lots. 9 2 | 17 4 | - | - | - | - | - | - |
| Beccles - - - | - - | - | - - | - | - - | - | - - | - | Less than 1 ton. 18 4 | 16 6 |
| Lowestoft - - - | - - | - | 5 ton lots. 8 4 | 18 5 | - | - | - | - | - | - |
| Yarmouth - - - | - - | - | 9 7 | 19 9 | - | - | - | - | - | - |
| Cambridge - - - | - - | - | 7 6 | 12 2 | - | - | - | - | - | - |

Lowestoft, Salt in bags, 4 ton lots, 10s. 10d.; maximum, 11s. Yarmouth, Salt in bags, 4 ton lots, 11s. 8d.; maximum, 12s.

THETFORD RATE BOOK.

| Between Thetford and | | STATION TO STATION RATES. | | | | | | | | | |
|-----------------------------|--------------|---------------------------|------------------|----------------|--------------|--------------|----------------|------------------|----------------|--------------|----|
| | | MINERAL CLASS. | | | | | SPECIAL CLASS. | | | | |
| | | Actual Charge. | | Maximum Rates. | | | Actual Charge. | | Maximum Rates. | | |
| | | 4 Ton Lots. | Under 4 Tons. | | | | 2 Ton Lots. | Under 2 Tons. | | | |
| | | A. B. C. | A. B. C. | A. | B. | C. | D. E. F. | D. E. F. | D. | E. | F. |
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| Barnham - - - - - | 1 9 | 2 11 | - 7 | - 8 | - 9 | 2 11 | 7 6 | - 9 | 1 - | 1 3 | |
| Brandon - - - - - | 1 11 | 3 5 | - 8 | - 9 | - 11 | 3 5 | 7 6 | - 11 | 1 3 | 1 6 | |
| Stow Bedon - - - - - | 2 2 | 3 9 | 1 - | 1 1 | 1 3 | 3 9 | 9 2 | 1 3 | 1 9 | 2 2 | |
| Lakenheath - - - - - | 2 2 | 4 7 | 1 1 | 1 2 | 1 5 | 4 7 | 9 2 | 1 5 | 1 10 | 2 4 | |
| Bury St. Edmunds - - - - - | 2 3 | 4 7 | 1 2 | 1 3 | 1 6 | 4 7 | 9 2 | 1 6 | 2 - | 2 6 | |
| Attleborough - - - - - | 2 6 | 5 5 | 1 5 | 1 7 | 1 10 | 5 5 | 10 10 | 1 10 | 2 5 | 3 - | |
| Thurston - - - - - | 2 7 | 6 8 | 1 6 | 1 9 | 2 - | 6 8 | 10 10 | 2 - | 2 8 | 3 4 | |
| Higham - - - - - | 2 10 | 7 6 | 1 9 | 1 11 | 2 4 | 7 6 | 11 8 | 2 4 | 3 1 | 3 10 | |
| Wymondham - - - - - | 3 - | 7 6 | 1 11 | 2 2 | 2 7 | 7 6 | 11 8 | 2 7 | 3 5 | 4 3 | |
| Ely - - - - - | 3 3 | 7 6 | 2 3 | 2 6 | 3 1 | 7 6 | 12 6 | 3 1 | 3 11 | 5 - | |
| Thuxton - - - - - | 3 7 | 8 4 | 2 7 | 2 11 | 3 5 | 8 4 | 13 4 | 3 5 | 4 7 | 5 9 | |
| Six Mile Bottom - - - - - | 4 - | 9 2 | 3 1 | 3 5 | 4 1 | 9 2 | 15 - | 4 1 | 5 6 | 6 10 | |
| Downham - - - - - | 4 3 | 9 2 | 3 3 | 3 9 | 4 6 | 9 2 | 15 10 | 4 6 | 6 - | 7 5 | |
| Salhouse - - - - - | 4 4 | 10 - | 3 5 | 3 10 | 4 7 | 10 - | 15 10 | 4 7 | 6 1 | 7 8 | |
| Ipswich - - - - - | 4 5 | 10 - | 3 7 | 3 11 | 4 8 | 10 - | 15 10 | 4 8 | 6 3 | 7 10 | |
| Wroxham - - - - - | 4 7 | 10 - | 3 9 | 4 2 | 5 - | 10 - | 15 10 | 5 - | 6 8 | 8 4 | |
| Wisbech - - - - - | 4 11 | 10 10 | 4 3 | 4 7 | 5 6 | 10 10 | 16 8 | 5 6 | 7 3 | 9 1 | |
| Colchester - - - - - | 5 5 | 10 10 | 4 6 | 5 - | 6 - | 10 10 | 17 6 | 6 - | 8 - | 10 - | |
| Peterborough - - - - - | 5 5 | 10 10 | 4 9 | 5 3 | 6 3 | 10 10 | 17 6 | 6 3 | 8 4 | 10 5 | |
| Yarmouth - - - - - | 5 5 | 11 8 | 4 9 | 5 3 | 6 4 | 11 8 | 17 6 | 6 4 | 8 5 | 10 6 | |
| Lowestoft - - - - - | 5 5 | 11 8 | 5 1 | 5 7 | 6 9 | 11 8 | 17 6 | 6 9 | 8 11 | 11 2 | |
| Great Bentley - - - - - | 5 5 | 12 6 | 5 5 | 6 - | 7 2 | 12 6 | 17 6 | 7 2 | 9 6 | 11 11 | |
| Maldon - - - - - | 5 5 | 12 6 | 5 4 | 5 11 | 7 2 | 12 6 | 17 6 | 7 2 | 9 6 | 11 10 | |
| Brentwood - - - - - | 5 9 | 13 4 | 6 9 | 7 6 | 9 - | 13 4 | 19 2 | 9 - | 11 11 | 14 11 | |
| Hertford - - - - - | 6 4 | 13 4 | 7 7 | 8 5 | 10 2 | 13 4 | 20 10 | 10 2 | 13 6 | 16 10 | |

- A.—Coals.
B.—Coke, cinders, cannel, culm, slack.
C.—Dung, compost, unground coprolites; tiles (common roofing, draining or paving); common slates; clay; sand; common and fire bricks; lime and limestone; stoues for building, pitching, and paving.
D.—Artificial manure, unground bones (in bulk); salt for agricultural purposes and curing fish.
E.—Guano, ground bones, ground coprolites; pitch, tar, asphaltum.
F.—Four; oilcake; malt; old potatoes; rice; anvils; lead; loose chains; chain cables; ordinary dyewoods; corn and grain also, except that under 25 miles the maximum is 2 d. per ton per mile.
G.—Salt for domestic purposes, damageable iron, sheet, rod, or hoop iron; timber, but see Exceptions.
H.—Sugar (in casks, bags or cases, raw or refined); sugar (lump, in casks, boxes or hampers); saltpetre; oil in casks; (ordinary, lubricating, not burning); ale and beer (in casks); hooofs and horns (packed); bones packed (not for manure or size); tallow; molasses; rags; crushed turpentine in casks; vinegar in casks; sheepskins in casks; earthenware, bottles or jars (packed); paper (coarse, for wrapping goods or printing newspapers); iron nails.

TABLE showing Extent of OVERCHARGES on the several Groups of ARTICLES, and the Number of STATIONS.

TOTAL NUMBER OF STATIONS—25.

| CLASS OF GOODS. | Number of Stations Overcharged. | Minimum Overcharge. | Maximum Overcharge. |
|-------------------------|---------------------------------------|------------------------|------------------------|
| | | s. d. | s. d. |
| A.—In 4 ton lots | 22 | - 4 | 1 3 |
| B.— Ditto | 20 | - 2 | 1 2 |
| C.— Ditto | 11 | - 2 | 1 - |
| A.—Less than 4 ton lots | 25 | 2 4 | 7 1 |
| B.— Ditto | 25 | 2 3 | 6 6 |
| C.— Ditto | 25 | 2 2 | 5 4 |
| D.—In 2 ton lots | 25 | 2 2 | 7 2 |
| E.— Ditto | 24 | 1 5 | 3 9 |
| F.— Ditto | 23 | - 8 | 3 8 |
| D.—Less than 2 ton lots | 25 | 3 7 | 10 7 |
| E.— Ditto | 25 | 3 3 | 8 3 |
| F.— Ditto | 25 | 3 - | 6 8 |
| G.— Ditto | 25 | 3 3 | 8 3 |
| H.— Ditto | 25 | 1 - | 6 6 |
| I.— Ditto | 25 | 4 1 | 9 7 |
| K.— Ditto | 25 | 4 8 | 12 6 |
| L.— Ditto | 25 | 6 4 | 13 8 |
| M.— Ditto | 25 | 5 3 | 9 4 |
| N.— Ditto | 25 | 7 5 | 12 8 |

THETFORD RATE BOOK.

| CARTED AND DELIVERED RATES. | | | | | | | | | | | | | | | | | | | |
|-----------------------------|-----------|---------|-----------|---------------------------------|----------------|-----------|---------------------------------|----------------|-----------|---------------------------------|----------------|-----------|---------------------------------|-----------|--------------------------------|----------------|-----------|--------------------------------|--|
| CLASS I. | | | | | CLASS II. | | | CLASS III. | | | CLASS IV. | | | | | CLASS V. | | | |
| Actual Charge. | Maxi-mum. | Excess. | Maxi-mum. | Excess, allowing for Terminals. | Actual Charge. | Maxi-mum. | Excess, allowing for Terminals. | Actual Charge. | Maxi-mum. | Excess, allowing for Terminals. | Actual Charge. | Maxi-mum. | Excess, allowing for Terminals. | Maxi-mum. | Excess allowing for Terminals. | Actual Charge. | Maxi-mum. | Excess allowing for Terminals. | |
| G. H. | G. | G. | H. | H. | I. | I. | I. | K. | K. | K. | L. M. | L. | M. | M. | M. | N. | N. | N. | |
| 1 7 6 | 1 8 | 5 | 1 3 | 2 3 | 1 8 9 | 1 8 | 6 | 8 9 | 1 2 | 6 | 10 | 1 3 | 6 9 | 2 | 6 | 11 8 | 2 | 7 8 | |
| 2 7 6 | 1 8 | 5 | 1 3 | 2 3 | 1 8 9 | 1 8 | 6 | 8 9 | 1 2 | 6 | 10 | 1 3 | 6 9 | 2 | 6 | 11 8 | 2 | 7 8 | |
| 3 9 2 | 1 9 | 4 5 | 2 2 | 4 | 9 7 | 2 2 | 4 5 | 10 10 | 2 2 | 5 8 | 14 2 | 2 2 | 8 | 3 5 | 6 9 | 17 0 | 3 5 | 10 1 | |
| 4 9 2 | 1 10 | 4 4 | 2 4 | 3 10 | 9 7 | 2 4 | 4 3 | 10 10 | 2 4 | 7 4 | 14 2 | 2 4 | 9 10 | 3 8 | 8 6 | 17 0 | 3 8 | 10 1 | |
| 5 9 2 | 2 | 4 2 | 2 6 | 3 8 | 9 7 | 2 6 | 4 1 | 10 10 | 2 6 | 5 4 | 15 | 2 6 | 8 6 | 3 11 | 7 1 | 18 4 | 3 11 | 10 5 | |
| 6 10 10 | 2 5 | 5 5 | 3 | 4 10 | 11 3 | 3 | 5 3 | 11 8 | 3 | 5 | 15 | 3 | 8 | 4 10 | 6 2 | 18 4 | 4 10 | 9 6 | |
| 7 10 10 | 2 6 | 5 6 | 3 4 | 4 6 | 12 1 | 3 4 | 7 3 | 12 6 | 3 4 | 7 8 | 16 8 | 3 4 | 11 4 | 5 4 | 9 4 | 20 | 5 4 | 13 8 | |
| 8 11 8 | 3 1 | 5 7 | 3 10 | 4 10 | 12 11 | 3 10 | 6 1 | 13 4 | 3 10 | 6 6 | 16 8 | 3 10 | 8 10 | 6 2 | 6 6 | 20 | 6 2 | 9 10 | |
| 9 11 8 | 3 5 | 5 3 | 4 3 | 4 5 | 12 11 | 4 3 | 5 8 | 13 4 | 4 3 | 6 1 | 18 4 | 4 3 | 10 1 | 6 9 | 7 7 | 21 8 | 6 9 | 10 11 | |
| 10 12 6 | 3 11 | 5 7 | 5 | 4 6 | 13 9 | 5 | 5 9 | 15 | 5 | 7 | 18 4 | 5 | 9 4 | 7 9 | 0 7 | 21 8 | 7 9 | 9 11 | |
| 11 13 4 | 4 7 | 7 3 | 6 9 | 6 1 | 13 9 | 5 9 | 6 6 | 17 6 | 5 9 | 10 3 | 20 | 5 9 | 12 3 | 9 1 | 8 11 | 23 4 | 9 1 | 12 3 | |
| 12 15 | 5 6 | 6 6 | 6 10 | 5 2 | 17 11 | 6 10 | 8 1 | 20 | 6 10 | 10 2 | 21 8 | 6 10 | 10 10 | 10 11 | 6 9 | 25 | 10 11 | 10 1 | |
| 13 15 10 | 6 | 6 10 | 7 5 | 5 5 | 18 9 | 7 5 | 8 4 | 21 8 | 7 5 | 11 3 | 23 4 | 7 5 | 11 11 | 11 11 | 7 5 | 26 8 | 11 11 | 10 9 | |
| 14 15 10 | 6 1 | 8 3 | 7 8 | 6 6 | 18 9 | 7 8 | 9 7 | 21 8 | 7 8 | 12 6 | 23 4 | 7 8 | 13 8 | 12 2 | 9 2 | 26 8 | 12 2 | 12 6 | |
| 15 15 10 | 6 3 | 6 7 | 7 10 | 5 | 18 9 | 7 10 | 7 11 | 21 8 | 7 10 | 10 10 | 23 4 | 7 10 | 11 6 | 12 6 | 6 10 | 26 8 | 12 6 | 10 2 | |
| 16 15 10 | 6 8 | 7 8 | 8 4 | 6 | 18 9 | 8 4 | 8 11 | 21 8 | 8 4 | 11 10 | 23 4 | 8 4 | 13 4 | 13 4 | 8 | 26 8 | 13 4 | 11 4 | |
| 17 16 8 | 7 3 | 6 5 | 9 1 | 4 7 | 18 9 | 9 1 | 6 8 | 21 8 | 9 1 | 9 7 | 25 | 9 1 | 11 11 | 14 6 | 6 6 | 28 4 | 14 6 | 9 10 | |
| 18 17 6 | 8 | 6 6 | 10 | 4 6 | 20 5 | 10 | 7 3 | 23 4 | 10 | 10 | 25 10 | 10 | 11 10 | 16 | 5 10 | 30 | 16 | 10 | |
| 19 17 6 | 8 4 | 6 2 | 10 5 | 4 1 | 20 5 | 10 5 | 7 | 23 4 | 10 5 | 9 11 | 25 10 | 10 5 | 11 5 | 16 8 | 5 2 | 30 | 16 8 | 9 4 | |
| 20 17 6 | 8 5 | 6 1 | 10 6 | 4 | 20 5 | 10 6 | 6 11 | 23 4 | 10 6 | 9 10 | 26 8 | 10 6 | 12 2 | 16 10 | 5 10 | 30 | 16 10 | 9 2 | |
| 21 17 6 | 8 11 | 5 7 | 11 2 | 3 4 | 20 5 | 11 2 | 6 3 | 23 4 | 11 2 | 9 2 | 26 8 | 11 3 | 11 6 | 17 10 | 4 10 | 30 | 17 10 | 8 2 | |
| 22 17 6 | 9 5 | 5 | 11 11 | 2 7 | 20 5 | 11 11 | 5 6 | 23 4 | 11 11 | 8 5 | 26 8 | 11 11 | 10 9 | 19 | 3 8 | 31 8 | 19 | 8 8 | |
| 23 17 6 | 9 6 | 5 | 11 10 | 2 7 | 20 5 | 11 10 | 5 7 | 23 4 | 11 10 | 8 7 | 26 8 | 11 10 | 10 10 | 18 11 | 3 9 | 31 8 | 18 11 | 8 2 | |
| 24 19 2 | 11 11 | 4 3 | 14 11 | 1 3 | 23 9 | 14 11 | 5 10 | 27 6 | 14 11 | 9 7 | 30 | 14 11 | 11 1 | 23 10 | 2 2 | 36 8 | 23 10 | 8 10 | |
| 25 20 10 | 13 6 | 4 4 | 16 10 | 1 | 25 5 | 16 10 | 5 7 | 31 8 | 16 10 | 11 10 | 33 4 | 16 10 | 12 6 | 26 11 | 3 5 | 38 4 | 26 11 | 7 5 | |

- I.—Seeds (agricultural and field), under 25 miles 2 d. per ton per mile; cheese (packed in hampers, boxes, casks, or cases); butter (in casks, or boxes, or tubs with lids); bacon and hams (cured, packed); hoops and horns (loose); bones (loose, not for manure); certain oils in casks; dressed flax (packed in bags or wrappers) and undressed flax; spirits of turpentine in casks; leather (undressed and soled); paper or reels for printing; earthenware in casks or crates; earthenware imported or exported in cases or boxes; copper; vices.
- K.—Bacon (cured, loose); hops; flax, dressed (not packed); dressed leather; leather in cases or crates; hides (green or market); fine paper; earthenware in hampers; Manchester packs; hardware in packages or cases; cotton wool (dressed and carded); cotton and linen cloth (packed) wine and spirits (in casks).
- L.—Cheese (loose), cream cheese; earthenware in return casks or crates; cotton, woollen, and worsted goods; cotton and linen cloth (not packed).
- M.—Fresh meat; raspberries and strawberries; hay (minimum 1½ ton, S. to S.); straw (minimum 1 ton S. to S.); tea in bags; toys; window and other glass; hats or caps (soft felts, in crates); earthenware in boxes.
- N.—Furniture (packed in cases, crates, frames, or on flats); shoes; hats; musical instruments.

EXCEPTIONS (STATION TO STATION RATES).

| From Thetford | Grain. E. | Agricultural Seeds. I. | Packed Manures. D. and E. | Oilcake. F. | Deals and Timber. B. and G. | Beer (in Casks). H. |
|---------------|---------------------|------------------------------|---------------------------------|-----------------------|-----------------------------------|---------------------------|
| to | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Stow Bedon | 7 4 (4 ton lots) | — | 4 2 (5 ton lots) | — | — | — |
| Ely | — | — | 5 — (3 ton lots) | — | — | — |
| Downham | 7 6 (2 ton lots) | — | — | — | — | — |
| Ipswich | — | — | — | 6 8 (5 ton lots) | — | — |
| Yarmouth | 7 6 (2 ton lots) | 17 6 (O. N.) | — | 7 6 (2 ton lots) | 7 6 (4 ton lots) | — |
| Wisbech | — | — | — | 8 4 (2 ton lots) | 8 4 (O. N.) | — |
| Lowestoft | 7 6 (2 ton lots) | — | — | — | 7 6 (4 ton lots) | — |
| Wymondham | — | 11 8 (O. N.) | 5 — (3 ton lots) | — | 9 2 (2 ton lots) | — |
| Maldon | — | — | — | 10 10 (2 ton lots) | — | — |
| Norwich | 6 8 (2 ton lots) | 15 — (O. N.) | — | 5 3 (5 ton lots) | 7 6 (2 ton lots) | — |
| Peterborough | — | — | — | — | 7 6 (4 ton lots) | 7 2 (3 ton lots) |
| Attleborough | — | 6 8 (O. N.) | — | — | 9 2 (2 ton lots) | — |
| Thurston | — | 12 6 (O. N.) | 5 — (5 ton lots) | — | — | — |
| Colchester | — | — | — | 7 6 (5 ton lots) | — | 11 10 (C. D.) |
| Hertford | — | — | — | 8 4 (2 ton lots) | — | — |

(O. N.) means "conveyed at owner's risk."

(C. D.) means "delivered in the places named."

NORWICH RATE BOOK.

| Between Norwich and | | STATION TO STATION RATES. | | | | | | | | | | |
|------------------------|---|---------------------------|----------------|------------------|----------------|-------|-------|----------------|------------------|----------------|-------|-------|
| | | Distance in Miles. | MINERAL CLASS. | | | | | SPECIAL CLASS. | | | | |
| | | | Actual Charge. | | Maximum Rates. | | | Actual Charge. | | Maximum Rates. | | |
| | | | 4 Ton Lots. | Under 4 Tons. | A. | B. | C. | 2 Ton Lots. | Under 2 Tons. | D. | E. | F. |
| | | | A. B. C. | A. B. C. | A. | B. | C. | D. E. F. | D. E. F. | D. | E. | F. |
| Brundall | - | 6 | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Wroxham | - | 9 | 3 - | 3 9 | - 7 | - 8 | - 9 | 3 9 | 3 4 | - 9 | 1 - | 1 3 |
| Fornett | - | 11 | 2 4 | 5 5 | 1 1 | 1 2 | 1 5 | 5 5 | 10 - | 1 5 | 1 10 | 2 4 |
| Kimberley | - | 14 | 2 7 | 6 8 | 1 4 | 1 6 | 1 9 | 6 8 | 10 10 | 1 9 | 2 4 | 4 2 |
| Eccles Road | - | 19 | 3 - | 7 6 | 1 10 | 2 1 | 2 6 | 7 6 | 11 8 | 2 6 | 3 4 | 4 2 |
| Yarmouth | - | 20 | 3 - | 7 6 | 1 11 | 2 1 | 2 6 | 7 6 | 10 10 | 2 6 | 3 4 | 4 2 |
| Dereham | - | 21 | 3 2 | 7 6 | 2 1 | 2 4 | 2 9 | 7 6 | 12 6 | 2 6 | 3 4 | 4 2 |
| Lowestoft | - | 23 | 3 6 | 4 5 | 2 3 | 2 6 | 3 - | 4 5 | 10 10 | 3 - | 3 8 | 4 7 |
| Thetford | - | 25 | 3 11 | 9 2 | 2 10 | 3 2 | 3 10 | 9 2 | 14 2 | 3 10 | 3 11 | 4 11 |
| Fakenham | - | 30 | 4 8 | 9 2 | 3 2 | 3 7 | 4 3 | 9 2 | 15 10 | 4 3 | 5 1 | 6 4 |
| Narborough | - | 32 | 4 8 | 10 - | 3 9 | 4 2 | 4 11 | 10 - | 15 10 | 4 11 | 6 7 | 7 1 |
| Saxmundham | - | 39 | 4 10 | 10 10 | 3 9 | 4 2 | 5 - | 10 10 | 16 8 | 5 - | 6 8 | 8 4 |
| Bury | - | 40 | 4 11 | 10 10 | 3 11 | 4 5 | 5 3 | 10 10 | 16 8 | 5 3 | 7 - | 8 9 |
| Wells | - | 42 | 5 - | 10 10 | 4 1 | 4 6 | 5 5 | 10 10 | 16 8 | 5 5 | 7 3 | 8 - |
| Ipswich | - | 46 | 4 11 | 7 11 | 4 4 | 4 10 | 5 10 | 7 11 | 15 - | 5 10 | 7 9 | 8 - |
| Framlingham | - | 51 | 5 5 | 11 8 | 4 10 | 5 4 | 6 5 | 11 8 | 17 6 | 6 5 | 8 7 | 10 8 |
| Ely | - | 53 | 5 2 | 8 4 | 5 1 | 5 8 | 6 9 | 8 4 | 15 - | 6 9 | 9 - | 11 3 |
| Newmarket | - | 58 | 5 5 | 12 6 | 5 6 | 6 1 | 7 10 | 12 6 | 17 6 | 7 4 | 9 9 | 12 2 |
| Sudbury | - | 62 | 5 5 | 10 10 | 5 10 | 6 6 | 7 11 | 10 10 | 18 4 | 7 10 | 10 6 | 13 - |
| Hunstanton | - | 62 | 5 5 | 13 4 | 5 11 | 6 7 | 7 11 | 13 4 | 18 4 | 7 11 | 10 6 | 13 2 |
| Wisbech | - | 63 | 5 8 | 9 2 | 6 - | 6 9 | 8 - | 9 2 | 15 10 | 8 - | 10 7 | 13 2 |
| Colchester | - | 65 | 5 10 | 9 7 | 6 2 | 6 11 | 8 3 | 9 7 | 16 8 | 8 3 | 11 - | 13 9 |
| Cambridge | - | 68 | 6 - | 9 7 | 6 5 | 7 2 | 8 7 | 9 7 | 16 8 | 8 7 | 11 5 | 14 3 |
| Huntingdon | - | 77 | 6 6 | 10 5 | 7 4 | 8 2 | 9 2 | 10 5 | 18 4 | 9 2 | 13 - | 16 3 |
| Peterborough | - | 80 | 6 6 | 10 6 | 7 7 | 8 5 | 10 1 | 10 5 | 19 2 | 10 1 | 13 5 | 16 10 |
| Maldon | - | 82 | 6 6 | 13 4 | 7 10 | 8 8 | 10 5 | 13 4 | 21 8 | 10 5 | 13 10 | 17 4 |
| Chelmsford | - | 86 | 6 6 | 10 10 | 8 1 | 9 - | 10 9 | 10 10 | 20 - | 10 9 | 14 4 | 17 11 |
| Dunmow | - | 92 | 7 - | 13 4 | 8 8 | 9 8 | 11 7 | 13 4 | 22 6 | 11 7 | 15 8 | 19 4 |
| Romford | - | 103 | 7 9 | 14 2 | 9 8 | 10 9 | 13 11 | 14 2 | 24 2 | 13 11 | 17 3 | 21 6 |

A.—Coals

B.—Coke, cinders, cannel, culm, slack.

C.—Dung, compost, unground coprolites; tiles (common, roofing, draining or paving); common slates; clay, sand; common and fire bricks; lime and limestone; stones for building, pitching, and paving.

D.—Artificial manure, unground bones (in bulk); salt for agricultural purposes and curing fish.

E.—Guano, ground bones, ground coprolites; pitch, tar, asphaltum.

F.—Flour; oilcake; malt; old potatoes; rice; anvils; lead; loose chains; chain cables; ordinary dye-woods; corn and grain also, except that over 25 miles the maximum is 2 d. per ton per mile (see Exceptions).

G.—Salt for domestic purposes, damageable iron, sheet, rod or hoop iron; timber (but see Exceptions).

H.—Sugar (in casks, bags, or cases, raw or refined); sugar (lump, in casks, boxes or hampers); saltpetre: oil in casks (ordinary, lubricating, not burning); ale and beer (in casks) (see Exceptions); hoofs and horns (packed); bones packed (not for manure or size); tallow; molasses; rags; crude turpentine in casks; vinegar in casks; sheepskins in casks; earthenware, bottles, or jars (packed); paper (coarse, for wrapping goods or printing newspapers); iron nails.

TABLE showing Extent of OVERCHARGES on the several Groups of ARTICLES, and the Number of STATIONS.

TOTAL NUMBER OF STATIONS—29.

| CLASS OF GOODS. | Number of Stations Overcharged. | Minimum Overcharge, per Ton. | Maximum Overcharge, per Ton. |
|---------------------------------|---------------------------------------|------------------------------------|------------------------------------|
| | | s. d. | s. d. |
| A.—In lots not less than 4 tons | 17 | - 1 | 1 5 |
| B.— Ditto | 16 | - 1 | 1 4 |
| C.— Ditto | 9 | - | 1 3 |
| A.—Less than 4 ton lots | 29 | 2 2 | 7 1 |
| B.— Ditto | 29 | 1 11 | 6 8 |
| C.— Ditto | 29 | 1 5 | 5 10 |
| D.—Not less than 2 ton lots | 29 | 1 3 | 5 10 |
| E.— Ditto | 20 | - 5 | 4 2 |
| F.— Ditto | 16 | - 4 | 3 4 |
| D.—Less than 2 ton lots | 29 | 4 7 | 7 5 |
| E.— Ditto | 29 | 3 8 | 7 - |
| F.— Ditto | 29 | - 1 | 5 4 |
| G.—Any quantity | 29 | 2 3 | 7 2 |
| H.— Ditto | 22 | - 2 | 6 7 |
| I.— Ditto | 29 | 3 1 | 8 11 |
| K.— Ditto | 29 | 5 5 | 11 10 |
| L.— Ditto | 29 | 7 9 | 13 1 |
| M.— Ditto | 25 | 1 7 | 7 8 |
| N.— Ditto | 29 | 6 9 | 12 8 |

NORWICH RATE BOOK.

| CARTED AND DELIVERED RATES. | | | | | | | | | | | | | | | | | | |
|-----------------------------|----------|---------------------------------|----------|---------------------------------|----------------|----------|---------------------------------|----------------|----------|---------------------------------|----------------|----------|---------------------------------|----------|---------------------------------|----------------|----------|---------------------------------|
| CLASS I. | | | | | CLASS II. | | | CLASS III. | | | CLASS IV. | | | | CLASS V. | | | |
| Actual Charge. | Maximum. | Excess, allowing for Terminals. | Maximum. | Excess, allowing for Terminals. | Actual Charge. | Maximum. | Excess, allowing for Terminals. | Actual Charge. | Maximum. | Excess, allowing for Terminals. | Actual Charge. | Maximum. | Excess, allowing for Terminals. | Maximum. | Excess, allowing for Terminals. | Actual Charge. | Maximum. | Excess, allowing for Terminals. |
| G. H. | G. | G. | H. | H. | I. | I. | I. | K. | K. | K. | L. M. | L. | L. | M. | M. | N. | N. | N. |
| 1 | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 2 | 8 4 | 1 - | 5 10 | 1 3 | 5 7 | 8 9 | 1 3 | 6 - | 10 - | 1 3 | 7 3 | 11 8 | 1 3 | 8 5 | 2 - | 7 8 | 15 - | 2 - |
| 3 | 8 4 | 1 6 | 5 4 | 1 11 | 4 11 | 8 9 | 1 11 | 5 4 | 10 - | 1 11 | 6 7 | 11 8 | 1 11 | 7 9 | 3 - | 6 8 | 15 - | 3 - |
| 4 | 10 - | 1 10 | 6 8 | 9 4 | 6 2 | 10 5 | 2 4 | 6 7 | 10 10 | 2 4 | 7 - | 15 - | 4 2 | 10 8 | 3 8 | 9 4 | 18 4 | 3 8 |
| 5 | 10 10 | 2 4 | 7 - | 9 6 | 6 7 | 12 1 | 2 11 | 7 8 | 12 6 | 2 11 | 8 1 | 15 - | 2 11 | 10 1 | 4 8 | 8 4 | 18 4 | 4 8 |
| 6 | 11 8 | 3 4 | 6 10 | 4 2 | 6 - | 19 11 | 4 2 | 7 3 | 13 4 | 4 2 | 7 8 | 16 8 | 4 2 | 10 6 | 6 8 | 8 - | 20 - | 6 8 |
| 7 | 12 6 | 3 8 | 5 10 | 4 7 | 4 11 | 12 11 | 4 2 | 4 11 | 13 4 | 4 2 | 7 5 | 13 4 | 4 7 | 9 9 | 7 4 | 7 - | 21 8 | 7 4 |
| 8 | 10 10 | 3 11 | 3 11 | 4 11 | 2 11 | 12 1 | 4 11 | 4 2 | 15 - | 4 11 | 5 5 | 18 4 | 4 11 | 9 5 | 7 10 | 6 6 | 21 8 | 7 10 |
| 9 | 14 2 | 5 1 | 6 1 | 6 4 | 4 10 | 17 1 | 6 4 | 7 9 | 20 - | 6 4 | 10 8 | 21 8 | 6 4 | 11 4 | 10 2 | 7 6 | 25 - | 10 2 |
| 10 | 15 10 | 5 8 | 7 2 | 7 1 | 5 9 | 16 9 | 7 1 | 8 8 | 21 8 | 7 1 | 11 7 | 7 1 | 10 7 | 11 4 | 6 4 | 25 - | 11 4 | 9 8 |
| 11 | 15 10 | 6 7 | 7 9 | 8 4 | 6 - | 18 9 | 8 4 | 8 11 | 21 8 | 8 4 | 11 10 | 23 4 | 8 4 | 13 - | 13 2 | 8 2 | 26 8 | 13 2 |
| 12 | 16 8 | 6 8 | 7 - | 8 4 | 5 4 | 18 9 | 8 4 | 7 5 | 21 8 | 8 4 | 10 4 | 23 1 | 8 4 | 11 - | 13 4 | 6 - | 26 8 | 13 4 |
| 13 | 16 8 | 7 - | 6 8 | 8 9 | 4 11 | 18 9 | 8 9 | 7 - | 21 8 | 8 9 | 9 11 | 25 - | 8 9 | 12 8 | 14 - | 7 - | 28 4 | 14 - |
| 14 | 16 8 | 7 3 | 6 5 | 9 - | 4 8 | 18 9 | 9 - | 6 9 | 21 8 | 9 - | 9 8 | 25 - | 9 - | 13 - | 14 5 | 6 7 | 28 4 | 14 5 |
| 15 | 15 - | 7 9 | 4 3 | 9 8 | 2 4 | 17 6 | 9 8 | 4 10 | 20 - | 9 8 | 7 4 | 25 10 | 9 8 | 12 2 | 15 5 | 6 5 | 30 - | 15 5 |
| 16 | 17 6 | 8 7 | 5 11 | 10 8 | 3 10 | 20 5 | 10 8 | 6 9 | 23 4 | 10 8 | 8 9 | 26 8 | 10 8 | 12 - | 17 1 | 5 7 | 30 - | 17 1 |
| 17 | 15 - | 9 - | 8 - | 11 3 | - | 18 4 | 11 3 | 4 1 | 20 10 | 11 3 | 6 7 | 26 8 | 11 3 | 11 5 | 17 11 | 4 9 | 30 - | 17 11 |
| 18 | 17 6 | 9 9 | 4 9 | 12 2 | 2 4 | 20 5 | 12 2 | 5 3 | 23 4 | 12 2 | 8 2 | 26 8 | 12 2 | 10 6 | 19 5 | 3 3 | 31 8 | 19 5 |
| 19 | 18 4 | 10 5 | 4 11 | 13 - | 2 4 | 20 10 | 13 - | 4 10 | 25 - | 13 - | 9 - | 28 4 | 13 - | 11 4 | 20 9 | 3 7 | 33 4 | 20 9 |
| 20 | 18 4 | 10 6 | 4 10 | 13 2 | 2 4 | 22 1 | 13 2 | 5 11 | 26 8 | 13 2 | 10 6 | 28 4 | 13 2 | 11 2 | 20 11 | 3 5 | 33 4 | 20 11 |
| 21 | 15 10 | 10 7 | 2 7 | 13 2 | - | 20 - | 13 9 | 2 10 | 32 6 | 13 2 | 6 4 | 28 4 | 13 2 | 11 2 | 21 3 | 3 1 | 33 4 | 21 3 |
| 22 | 16 8 | 11 - | 2 8 | 13 9 | - | 20 10 | 13 9 | 4 1 | 23 4 | 13 9 | 6 7 | 28 4 | 13 9 | 10 7 | 21 11 | 2 5 | 35 - | 21 11 |
| 23 | 16 8 | 11 5 | 2 3 | 14 3 | - | 20 10 | 14 3 | 3 7 | 23 4 | 14 3 | 6 1 | 28 4 | 14 3 | 10 1 | 22 9 | 1 7 | 35 - | 22 9 |
| 24 | 18 4 | 13 - | 2 4 | 16 3 | - | 22 6 | 16 3 | 3 3 | 25 10 | 16 3 | 6 7 | 31 8 | 16 3 | 11 5 | 25 11 | 1 9 | 38 4 | 25 11 |
| 25 | 19 2 | 13 5 | 2 9 | 16 10 | - | 23 4 | 16 10 | 3 6 | 26 8 | 16 11 | 6 10 | 33 4 | 16 10 | 12 6 | 26 10 | 2 6 | 38 4 | 26 10 |
| 26 | 21 8 | 13 10 | 4 10 | 17 4 | 1 4 | 25 5 | 17 4 | 5 1 | 31 8 | 17 4 | 11 4 | 33 4 | 17 4 | 12 - | 27 7 | - | 38 4 | 27 7 |
| 27 | 20 - | 14 4 | 2 8 | 17 11 | - | 24 2 | 17 4 | 3 3 | 27 6 | 17 11 | 6 7 | 35 - | 17 11 | 13 1 | 23 8 | - | 40 - | 28 8 |
| 28 | 22 6 | 15 5 | 4 1 | 19 4 | - 2 | 25 5 | 19 4 | 3 1 | 31 8 | 19 4 | 9 4 | 35 - | 19 4 | 11 8 | 30 9 | - | 41 8 | 30 9 |
| 29 | 21 2 | 17 3 | 3 11 | 21 6 | - | 30 5 | 21 6 | 5 11 | 35 - | 21 6 | 10 6 | 36 8 | 21 6 | 11 2 | 34 5 | - | 43 4 | 34 5 |

I.—Seeds (agricultural and field), under 35 miles, 2 d. per ton per mile; cheese (packed in hampers, boxes, casks, or cases); butter (in casks, or boxes, or tubs with lids); bacon and hams (cured, packed); hoops and horns (loose); bones (loose, not for manure); certain oils in casks; dressed flax (packed in bags or wrappers) and undressed flax; spirits of turpentine in casks; leather (undressed and soling); paper or reels for printing; earthenware in casks or crates; earthenware imported or exported in cases or boxes; copper; vices.

K.—Bacon (cured, loose); hops; flax dressed (not packed); dressed leather; leather in cases or crates; hides (green or market); fine paper; earthenware in hampers; Manchester packs; hardware in packages or cases; cotton wool (dressed and carded); cotton and linen cloth (packed); wine and spirits (in casks).

M.—Fresh meat; raspberries and strawberries; hay (minimum 14 ton, S. to S.); straw (minimum 1 ton, S. to S.); tea in bags; toys; window and other glass; bats or cans (soft felts, in crates); earthenware in boxes.

N.—Furniture (packed in cases, crates, frames, or on flats); shoes; hats; musical instruments.

EXCEPTIONS (STATION TO STATION RATES).

| From Norwich to | GRAIN. | | OIL CAKE. | | BEER IN CASKS. | | TIMBER. | |
|--------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------------|-------------------------|----------------------------|
| | 2 Ton Lots, per Ton. | 4 Ton Lots, per Ton. | 2 Ton Lots, per Ton. | 4 Ton Lots, per Ton. | 1 Ton Lots, per Ton. | Under 1 Ton, per Ton. | 2 Ton Lots, per Ton. | 4 Ton Lots, per Ton. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Brundall - - - - | 2 11 | 2 6 | 3 6 | - - | - - | - - | 3 6 (o. r.) | - |
| Wroxham - - - - | 3 4 | 2 11 | - - | - - | 5 10 | - - | - - | 5 - |
| Fornsett - - - - | 4 2 | 3 9 | 3 10 | - - | 4 8 | 7 6 | - | - |
| Kimberley - - - - | 4 8 | 4 7 | - - | 4 8 | 5 6 | 7 6 | - | - |
| Eccles Road - - - | 5 - | - - | 5 10 | 5 - | - - | 10 - | 5 6 (o. r.) | - |
| Yarmouth - - - - | 5 - | 3 4 | 5 - | 3 4 | 4 5 | 6 8 | 3 6 (o. r.) | - |
| Dereham - - - - | 4 8 | 4 2 | 6 3 | 5 5 | - - | 6 8 | 5 10 | - |
| Lowestoft - - - - | 5 - | 3 4 | 5 - | 3 4 | - - | 7 6 | 3 6 (o. r.) | - |
| Thetford - - - - | 6 8 | - - | 7 1 | 6 3 | - - | 10 10 | 7 6 (o. r.) | - |
| Fakenham - - - - | 7 6 | 6 8 | 7 1 | 6 3 | 8 4 | 9 2 | 7 6 (o. r.) | - |
| Narborough - - - | 7 11 | 7 1 | 7 6 | 6 8 | 9 2 | 12 6 | 8 4 (o. r.) | - |
| Saxmundham - - - | 7 11 | 7 6 | 7 6 | 6 8 | 9 2 | 14 2 | 9 2 | 7 6 |
| Bury - - - - | 8 4 | 7 6 | 7 11 | 7 1 | 9 2 | 13 4 | 8 4 (o. r.) | - |
| Wells - - - - | 7 6 | 7 1 | 7 11 | 5 10 | 8 4 | 10 - | 8 4 (o. r.) | - |
| Framlingham - - - | 8 4 | 7 6 | 8 4 | 7 6 | 10 10 | 14 2 | 9 2 | 7 6 |
| Newmarket - - - - | 8 9 | 7 11 | 8 4 | 7 6 | - - | 16 8 | 9 7 | 7 11 |
| Sudbury - - - - | 8 9 | 7 11 | 9 2 | - - | 10 - | 15 - | 9 7 | 7 11 |
| Hunstanton - - - | 8 9 | 7 11 | 8 4 | 7 6 | 11 8 | 14 2 | 9 7 | 7 11 |
| Wisbech - - - - | 8 9 | 7 11 | 8 4 | 7 6 | - - | 14 2 | - - | 7 11 |
| Colchester - - - - | 9 2 | 8 4 | 8 4 | 7 6 | - - | 15 10 | - - | 8 4 |
| Cambridge - - - - | 9 2 | 8 4 | 8 9 | 7 11 | - - | 15 10 | - - | 8 4 |
| Huntingdon - - - | 9 7 | 8 9 | 9 2 | 8 4 | - - | - - | - - | 8 9 |
| Peterborough - - - | 9 7 | 8 9 | 9 2 | 8 4 | - - | 18 4 | - | - |
| Maldon - - - - | 9 7 | 8 9 | 9 2 | 8 4 | - - | 18 4 | 10 5 | 8 9 |
| Chelmsford - - - | 10 - | 9 2 | 9 2 | 8 4 | - - | 18 4 | - | 9 2 |
| Dunmow - - - - | 10 - | 9 2 | 9 2 | 8 4 | - - | 18 4 | 10 10 | 9 2 |
| Romford - - - - | 10 5 | 9 7 | 9 7 | 8 9 | - - | 18 4 | 11 3 | 9 7 |

(O. R.) means "Owner's Risk."

THE HARWICH RATE BOOK. - - - -

| Between Harwich and | | Distance in Miles. | STATION TO STATION RATES. | | | | | | | | | | | |
|----------------------------|------|--------------------------|---------------------------|------------------|----------------|--------------|--------------|--------------|----------------|------------------|----------------|----|--|--|
| | | | MINERAL CLASS. | | | | | | SPECIAL CLASS. | | | | | |
| | | | Actual Charge. | | Maximum Rates. | | | | Actual Charge. | | Maximum Rates. | | | |
| | | | 4 Ton Lots. | Under 4 Tons. | | | | | 2 Ton Lots. | Under 2 Tons. | | | | |
| | | | A. B. C. | A. B. C. | A. | B. | C. | D. E. F. | D. E. F. | D. | E. | F. | | |
| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | | | |
| Wrabness - - - - | 5½ | 1 9 | 2 11 | - 7 | - 8½ | - 9 | 2 11 | 7 6 | - 8 | - 11 | 1 2 | 1 | | |
| Mistley - - - - | 9½ | 2 1 | 3 9 | - 10 | - 11 | 1 2 | 3 9 | 8 4 | 1 2 | 1 6 | 1 11 | 2 | | |
| Manningtree - - - | 11 | 2 2 | 4 7 | 1 - | 1 2 | 1 4 | 4 7 | 9 2 | 1 4 | 1 10 | 2 3 | 3 | | |
| Ardleigh - - - - | 14½ | 2 6 | 5 5 | 1 4 | 1 8 | 1 10 | 5 5 | 10 10 | 1 10 | 2 5 | 3 4 | 4 | | |
| Mark Tey - - - - | 23½ | 3 3 | 7 6 | 2 3 | 2 6 | 3 - | 7 6 | 12 6 | 3 - | 4 - | 5 - | 5 | | |
| Stowmarket - - - - | 31½ | 3 11 | 9 2 | 3 - | 3 4 | 4 - | 9 2 | 14 2 | 4 - | 5 4 | 6 8 | 6 | | |
| Hatfield Peveril - - | 34½ | 4 2 | 9 2 | 3 3 | 3 7 | 4 4 | 9 2 | 15 10 | 4 4 | 5 9 | 7 3 | 7 | | |
| Sudbury - - - - | 36 | 4 3 | 9 2 | 3 4 | 3 9 | 4 6 | 9 2 | 15 - | 4 6 | 6 - | 7 6 | 8 | | |
| Glemsford - - - - | 41 | 4 8 | 10 - | 3 10 | 4 2 | 5 - | 10 - | 15 10 | 5 - | 7 - | 8 8 | 9 | | |
| Burston - - - - | 48½ | 5 10 | 10 10 | 4 7 | 5 1 | 6 1 | 10 10 | 17 6 | 6 1 | 8 1 | 10 1 | 10 | | |
| Thetford - - - - | 57½ | 5 5 | 12 6 | 5 5 | 6 - | 7 3 | 12 6 | 17 6 | 7 3 | 9 8 | 12 - | 11 | | |
| Norwich (Town) - - - | 66 | 5 6 | 13 4 | 6 2 | 6 10 | 8 3 | 13 4 | 19 2 | 8 3 | 11 - | 13 9 | 12 | | |
| Cambridge - - - - | 70 | 5 8 | 13 4 | 6 7 | 7 3 | 8 9 | 13 4 | 19 2 | 8 9 | 11 8 | 14 7 | 13 | | |
| Hertford - - - - | 73½ | 5 11 | 13 4 | 6 11 | 7 8 | 9 3 | 13 4 | 19 2 | 9 3 | 12 4 | 15 5 | 14 | | |
| St. Ives - - - - | 84½ | 6 7 | 13 4 | 7 11 | 8 10 | 10 7 | 13 4 | 21 8 | 10 7 | 14 2 | 17 8 | 15 | | |
| Dereham - - - - | 86½ | 6 9 | 13 4 | 8 2 | 9 1 | 10 10 | 13 4 | 22 6 | 10 10 | 14 5 | 18 1 | 16 | | |
| Lynn - - - - | 95½ | 7 3 | 13 4 | 8 11 | 9 11 | 11 11 | 13 4 | 23 6 | 11 11 | 15 10 | 19 10 | 17 | | |
| Wells - - - - | 108½ | 8 1 | 14 2 | 10 2 | 11 4 | 13 7 | 14 2 | 24 2 | 13 7 | 18 2 | 22 8 | 18 | | |

- A.—Coals.
B.—Coke, cinders, cannel, culm, slack.
C.—Dung, compost, unground coprolites; tiles (common, roofing, draining or paving); common slates; clay, sand; common and fire bricks; lime and limestone; stones for building, pitching, and paving.
D.—Artificial manure, unground bones (in bulk); salt for agricultural purposes and curing fish.
E.—Guano, ground bones, ground coprolites; pitch, tar, asphaltum.
F.—Flour; oilcake; malt; old potatoes; rice; anvil; lead; loose chains; chain cables; ordinary dyewoods; corn and grain also, except that over 25 miles the maximum is 2 d. per ton per mile (*see* Exceptions).
G.—Salt for domestic purposes; damageable iron, sheet, rod or hoop iron; timber (but *see* Exceptions).
H.—Sugar (in casks, bags or cases, raw or refined); sugar (lump, in casks, boxes or hampers); saltpetre; oil in casks (ordinary, lubricating, not burning); ale and beer (in casks) (*see* Exceptions); hoofs and horns (packed); bones packed (not for manure or size); tallow; molasses; rags; crude turpentine in casks; vinegar in casks; sheepskins in casks; earthenware, bottles or jars (packed); paper (coarse, for wrapping goods or printing newspapers); iron nails.

PAPER showing the MILEAGE of RAILWAYS in ILLINOIS, and the Quantity of GOODS Carried.

The Total Number of Tons of Freight carried on the whole line for 1880 was 53,837,586. In 1879 the amount was 37,193,464. In Illinois the number of tons carried for 1880 was 23,297,544, as against an estimated number of 15,621,254 in 1879.

THE following TABLE shows the Number of TONS Carried by our LEADING ROADS.

| | Whole Line. | In Illinois. |
|--|-------------|--------------|
| | Tons. | Tons. |
| Chicago and Alton - - - - | 2,963,947 | 2,119,222 |
| Chicago, Burlington, and Quincy - - - - | 4,948,959 | 4,131,604 |
| Chicago and Northwestern - - - - | 5,328,581 | 3,641,087 |
| Chicago, Rock Island, and Pacific - - - - | 3,070,600 | 921,180 |
| Illinois Central - - - - | 2,494,721 | 2,053,263 |
| Indianapolis and St. Louis - - - - | 662,023 | 633,754 |
| Indiana, Bloomington, and Western - - - - | 492,148 | 307,592 |
| Ohio and Mississippi - - - - | 1,869,092 | 819,563 |
| St. Louis, Alton, and Terre Hante - - - - | 578,851 | 578,851 |
| St. Louis, Vandalia, and Terre Hante - - - - | 946,873 | 946,873 |
| Wabash, St. Louis, and Pacific - - - - | 3,919,008 | 1,371,653 |

THE HARWICH RATE BOOK.

| COLLECTED AND DELIVERED RATES. | | | | | | | | | | | | | | | | | | |
|--------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|----------------|-----------|-----------------------------------|----------------|-----------|-----------------------------------|----------------|-----------|-----------------------------------|-----------|-----------------------------------|----------------|-----------|-----------------------------------|
| CLASS I. | | | | | CLASS II. | | | CLASS III. | | | CLASS IV. | | | | | CLASS V. | | |
| Actual Charge. | Maxi-mum. | Excess, allow-ing for Ter-minals. | Maxi-mum. | Excess, allow-ing for Ter-minals. | Actual Charge. | Maxi-mum. | Excess, allow-ing for Ter-minals. | Actual Charge. | Maxi-mum. | Excess, allow-ing for Ter-minals. | Actual Charge. | Maxi-mum. | Excess, allow-ing for Ter-minals. | Maxi-mum. | Excess, allow-ing for Ter-minals. | Actual Charge. | Maxi-mum. | Excess, allow-ing for Ter-minals. |
| G. H. | G. | G. | H. | H. | I. | I. | I. | K. | K. | K. | L. M. | L. | L. | M. | M. | N. | N. | N. |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1 7 6 | - 11 | 5 1 | 1 2 | 4 10 | 8 9 | 1 2 | 6 1 | 8 9 | 1 2 | 6 1 | 10 - | 1 2 | 6 10 | 2 - | 6 - | 11 8 | 2 - | 7 8 |
| 2 8 4 | 1 6 | 5 4 | 1 11 | 4 11 | 8 9 | 1 11 | 5 4 | 10 - | 1 11 | 6 7 | 12 6 | 1 11 | 8 7 | 3 1 | 7 5 | 15 - | 3 1 | 9 11 |
| 3 9 2 | 1 10 | 4 4 | 2 3 | 3 11 | 9 7 | 2 3 | 4 4 | 10 10 | 3 3 | 5 7 | 14 2 | 2 3 | 7 11 | 3 8 | 6 6 | 17 6 | 3 8 | 9 10 |
| 4 10 10 | 2 5 | 6 11 | 3 4 | 6 - | 11 3 | 3 4 | 6 5 | 11 8 | 3 4 | 6 10 | 15 - | 3 4 | 9 8 | 4 10 | 8 2 | 18 4 | 4 10 | 11 6 |
| 5 12 6 | 4 - | 7 - | 5 - | 6 - | 13 9 | 5 - | 7 3 | 15 - | 5 - | 8 6 | 18 4 | 5 - | 11 4 | 8 - | 8 4 | 21 8 | 8 - | 11 8 |
| 6 14 2 | 5 4 | 8 10 | 6 8 | 4 6 | 17 1 | 6 8 | 7 5 | 20 - | 6 8 | 10 4 | 21 8 | 6 8 | 11 - | 10 8 | 7 - | 25 - | 10 8 | 10 4 |
| 7 15 10 | 5 9 | 8 7 | 7 3 | 7 1 | 18 9 | 7 3 | 10 - | 21 8 | 7 3 | 12 11 | 21 8 | 7 3 | 12 5 | 11 6 | 8 2 | 25 - | 11 6 | 11 6 |
| 8 15 - | 6 - | 6 - | 7 6 | 4 6 | 16 3 | 7 6 | 5 9 | 20 - | 7 6 | 9 6 | 23 4 | 7 6 | 11 10 | 12 - | 7 4 | 26 8 | 12 - | 10 8 |
| 9 15 10 | 7 - | 5 10 | 8 8 | 4 3 | 18 9 | 8 8 | 7 1 | 21 8 | 8 8 | 10 - | 23 - | 8 8 | 12 4 | 14 - | 7 - | 28 4 | 14 - | 10 4 |
| 10 17 6 | 8 1 | 7 11 | 10 1 | 5 11 | 20 5 | 10 1 | 8 10 | 23 4 | 10 1 | 11 9 | 23 10 | 10 1 | 13 9 | 16 2 | 7 8 | 30 - | 16 2 | 11 10 |
| 11 17 6 | 9 8 | 4 10 | 12 - | 2 6 | 20 5 | 22 - | 5 5 | 23 4 | 12 - | 8 4 | 26 8 | 12 - | 10 8 | 19 4 | 3 4 | 31 8 | 19 4 | 8 4 |
| 12 19 2 | 11 - | 5 2 | 13 9 | 2 5 | 22 11 | 13 9 | 6 2 | 27 6 | 13 9 | 10 9 | 28 4 | 13 9 | 10 7 | 22 - | 2 4 | 35 - | 22 - | 9 - |
| 13 19 2 | 11 8 | 4 6 | 14 7 | 1 5 | 23 9 | 14 7 | 6 2 | 27 6 | 14 7 | 9 11 | 28 4 | 14 7 | 9 9 | 23 4 | 1 - | 35 - | 23 4 | 7 8 |
| 14 19 2 | 12 4 | 3 10 | 15 5 | - 9 | 23 9 | 15 5 | 5 4 | 28 4 | 15 5 | 9 11 | 30 - | 15 5 | 10 7 | 24 8 | 1 4 | 36 8 | 24 8 | 8 - |
| 15 21 8 | 14 2 | 4 6 | 17 8 | 1 - | 25 5 | 17 8 | 4 9 | 31 8 | 17 8 | 10 - | 33 4 | 17 8 | 11 8 | 28 4 | 1 - | 38 4 | 28 4 | 9 - |
| 16 22 6 | 14 5 | 5 1 | 18 1 | 1 5 | 25 5 | 18 1 | 4 4 | 31 8 | 18 1 | 10 7 | 35 - | 18 1 | 12 11 | 28 10 | 2 2 | 40 - | 28 10 | 7 2 |
| 17 22 6 | 15 10 | 3 8 | 19 10 | - | 27 11 | 19 10 | 5 1 | 35 - | 19 10 | 12 2 | 36 8 | 19 10 | 12 10 | 31 9 | - 11 | 43 4 | 31 9 | 7 7 |
| 18 24 2 | 18 2 | 3 - | 22 8 | - | 30 5 | 22 8 | 4 9 | 36 8 | 22 8 | 11 - | 38 4 | 22 8 | 11 8 | 36 4 | - | 45 - | 36 4 | 4 8 |

I.—Seeds (agricultural and field), under 25 miles 2d. per ton per mile; cheese (packed in hampers, boxes, casks, or cases); butter (in casks, or boxes, or tubs with lids; bacon and hams (cured, packed); hoops and horns (loose); bones (loose, not for manure); certain oils in casks; dressed flax (packed in bags or wrappers) and undressed flax; spirits of turpentine in casks; leather (undressed and soling); paper or reels for printing; earthenware imported or exported in cases or boxes; copper; vices.

K.—Bacon (cured, loose); hops; flax dressed (not packed); dressed leather; leather in cases or crates; hides (green or market); fine paper; earthenware in hampers; Manchester packs; hardware in packages or cases; cotton wool (dressed and carded); cotton and linen cloth (packed); wine and spirits (in casks).

L.—Cheese (loose), cream cheese; earthenware in return casks or crates; cotton, woollen, and worsted goods; cotton and woollen cloth (not packed).

M.—Fresh meat; raspberries and strawberries; hay (minimum 1½ ton, 8. to 8.); straw (minimum 1 ton, 8. to 8.); tea in bags; toys; window and other glass; hats or caps (soft felts, in crates); earthenware in boxes.

N.—Furniture (packed in cases, crates, frames, or on flats); shoes; hats; musical instruments.

EXTRACT from ACT of 1873 relating to RAILWAY ADMINISTRATION in ILLINOIS, UNITED STATES OF AMERICA.

The circumstances constituting "unjust discrimination" are enumerated as follows:—

1. To charge for any passenger or goods the same or more than is charged for conveying such passenger or goods in the same direction for a greater distance.
2. To charge for any passenger or goods a greater amount than is charged for conveying such passenger or goods in the same direction for an equal distance.
3. To charge for goods more to one person than to another for the like quantity of goods of the same class transported in the same direction for equal distances.
4. To charge for handling, receiving, or delivering goods of the same class and quantity at any point upon the railroad than at any other point.
5. To charge more to one person than to another for handling, receiving, or delivering goods at the same point.
- 6 and 7. Similar provisions as to carrying of railway waggons.

"Competition with any other railroad or means of transportation to be no excuse" for non-compliance.

Appendix, No. 15.

PAPER handed in by Mr. Banks, 12 May 1881.

CORK and BANDON RAILWAY.—Goods Rates charged in excess of Parliamentary Powers.

THE Goods Rates from Cork to Bandon are charged according to the Irish Classification, as follows :—

| | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | 5th Class. | 6th Class. |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Cork to Bandon ; distance, 20 miles | 3 8 | 5 - | 6 - | 8 9 | 14 9 | 25 - |

And at this Rate the following figures present themselves :—

| | | <i>s. d.</i> | Per Ton. | |
|--------------------------------------|-------------------------|--|--------------|-----------------------------|
| | | | <i>s. d.</i> | Overcharge. <i>s. d.</i> |
| Manure - - - - | 2nd Class - | 5 - per ton, at 2 <i>d.</i> per ton, as per toll list, the rate would be - | 3 4 | 1 8 |
| Tiles, for roofs and drains - | 2nd „ O.R. | 5 - per ton, at 2½ <i>d.</i> per ton - ditto - | 2 6 | 2 8 |
| Charcoal - - - - | 3rd „ - | 6 - - - ditto - - ditto - | 4 2 | 1 10 |
| Hoops, iron - - - - | 3rd „ - | 6 - - - ditto - - ditto - | 4 2 | 1 10 |
| Bar iron, over waggon lengths. | 3rd „ - | 6 - - - ditto - - ditto - | 4 2 | 1 10 |
| Tiles, for roofs and drains, C.R. | 3rd „ - | 6 - - - ditto - - ditto - | 4 2 | 1 10 |
| Sugar - - - - | 3rd „ - | 6 - per ton, at 3 <i>d.</i> per ton - ditto - | 5 - | 1 - |
| Earthenware, in crates and casks. | 3rd „ - | 6 - - - ditto - - ditto - | 5 - | 1 - |
| Hides - - - - | 4th „ - | 8 9 - - - ditto - - ditto - | 5 - | 3 9 |
| Dye wood - - - - | 3rd „ - | 6 - - - ditto - - ditto - | 5 - | 1 - |
| Butter, S. to S., 27 firkins to ton. | 4 <i>d.</i> each firkin | 9 - per ton, at 3½ <i>d.</i> per ton - ditto - | 5 10 | 3 - |
| Ditto - - - - | per ton - | 8 9 - - - ditto - - ditto - | 5 10 | 2 11 |
| Timber, exceeding waggon lengths. | 3rd Class - | 6 - per ton, at 3 <i>d.</i> per ton - ditto - | 5 - | 1 - |
| Bath and Portland stone - | 3rd „ - | 6 - - - ditto - - ditto - | 5 - | 1 - |
| Sugar, in loaves - - | 4th „ - | 8 9 - - - ditto - - ditto - | 5 - | 3 9 |
| Wool - - - - | 4th „ - | 8 9 per ton, at 3½ <i>d.</i> per ton - ditto - | 5 10 | 2 11 |

On all 5th and 6th Class goods, embracing fresh fish, agricultural implements, boots and shoes, China ware, confectionery, flax loose, fishings, furniture, haberdashery, joiner's work, scutching and threshing machines, milk pans, ovens and pots, oysters, travellers' patterns, dead poultry, spirits and wines in bottles, snuff and spices, as well as many other articles, their rate is 14 *s.* 2 *d.* and 25 *s.*, showing an overcharge in excess of their toll rates of 8 *s.* 4 *d.* and 19 *s.* 2 *d.* per ton respectively.

GOODS RATES in excess of Parliamentary Powers.

The Great Southern and Western Railway Company charge for manure in bags, 22 miles, 4s. 2d. per ton; their tolls allow them 1½d. per ton per mile, equal to 2s. 9d. per ton; overcharge, 1s. 5d. per ton. Butter, Fermoy to Cork, 38 miles, 27 firkins to the ton, at 7d. each, equal to 15s. 6d.; tolls at 4d. each gives 12s. 8d.; overcharge, 2s. 10d.

On all 4th Class goods, Cork to Mallow, 22 miles, the rate is 8s. 4d. per ton; the maximum toll rate at 4d. per ton per mile gives 7s.; overcharge, 1s. 4d. per ton.

The 5th Class Rate is 11s. 8d.; overcharge, 4s. 8d. per ton.

The 6th " " 16s. 8d.; " " 9s. 8d. " "

These three classes comprise many articles used by the farmers and sold by the shopkeepers in Mallow.

The 5th Class Rate from Cork to Limerick Junction, 59 miles, is 27s. 6d., equal to 19s. 8d. at the tolls rate; overcharge, 7s. 10d. per ton.

The 6th Class is 41s. 8d.; overcharge, 22s. per ton.

And on the rates between other stations the same system of overcharge is made on 5th and 6th Class goods.

CORK and BANDON.

CORK to DUNMANWAY, 38 Miles.

| | | s. d. | d. | s. d. | s. d. |
|-------------------|-----------|-------|------------------|-------|-------------------------------------|
| Manure, in bags - | 2nd Class | 8 | - per ton, at 1½ | 9 | as per tolls, shows overcharge of 3 |
| Roof tiles - | 2nd " | 8 | - " 2 " | 6 4 | " " 1 8 " |
| Hoop iron - | 3rd " | 10 | - " 2 " | 6 4 | " " 3 8 " |
| Hides - | 4th " | 14 2 | " 3 " | 9 6 | " " 4 8 " |
| Wool - | 4th " | 14 2 | " 3 " | 9 6 | " " 4 8 " |
| Sugar - | 3rd " | 10 | - " 2½ | 7 11 | " " 2 1 " |

All 5th Class goods are charged 20s. per ton; at the toll rate, 3½d. per ton, it would be 11s. 1d.; overcharge, 8s. 11d.

On all 6th Class goods the rate is 30s. per ton, showing an overcharge of 18s. 11d. per ton.

CORK to DRIMOLEAGUE, 45 Miles.

| | | s. d. | d. | s. d. | s. d. |
|--|-----------|-------|------------------|-------|--------------------------|
| Manure - | 2nd Class | 8 | - per ton, at 1½ | 8 | per ton; overcharge, 2 4 |
| Wool - | 4th " | 15 10 | " 3½ | 13 2 | " " 2 8 |
| Sugar - | 3rd " | 12 6 | " 2½ | 9 5 | " " 3 6 |
| Hoop iron - | 3rd " | 12 6 | " 2 | 7 6 | " " 5 - |
| The 5th Class goods are charged at 25s. per ton, the toll rate at 3½d., 13 1 " " 11 11 | | | | | |
| The 6th Class " " 40s. " " 13 1 " " 26 11 | | | | | |

CORK and MACROOM.

This Company do not charge for the conveyance of goods according to the Irish classification. They charge a rate for each description of traffic, and in very few instances are they in excess of their Parliamentary rates.

Furniture from Cork to Macroom, 25 miles, is charged 20s., which at 4d. per ton per mile would be 8s. 4d.; overcharge, 11s. 8d. per ton.

Appendix, No. 16.

PAPERS handed in by Mr. *Alexander Copland*, 12 May 1881.

RATES for the CARRIAGE of MANURES, Copied from the Great North of Scotland
Railway Company's Rate Book, at *Arnage*, 5th May 1881.

| Distance in Miles. | | Per Ton. | Over- charge. |
|--------------------------|---|--------------|------------------|
| | From Arnage to the following Stations, viz. : | | |
| | | <i>s. d.</i> | <i>£. d.</i> |
| 4 | Auchnagatt - - - - - | 1 5 | - 5 |
| 8½ | Maud - - - - - | 2 - | - 7½ |
| 12¼ | Mintlaw - - - - - | 3 - | - 11½ |
| 15½ | Longside - - - - - | 3 9 | 1 2 |
| 19¼ | Inverurie - - - - - | 4 9 | 1 6½ |
| 10 | Brucklay - - - - - | 2 6 | - 10 |
| 14 | Strichen - - - - - | 3 5 | 1 1 |
| 16½ | Mormond - - - - - | 4 - | 1 3 |
| 19 | Lonmay - - - - - | 4 6 | 1 4 |
| 21½ | Ruthin - - - - - | 5 3 | 1 8 |
| 22¾ | Philorth - - - - - | 5 8 | 1 10½ |
| 5½ | Esslemont - - - - - | 1 5 | - 5 |
| 6¾ | Logierieve - - - - - | 1 7 | - 5½ |
| 8½ | Udny - - - - - | 2 1 | - 8 |
| 11½ | New Machar - - - - - | 2 9 | - 10 |
| 15½ | Parkhill - - - - - | 3 9 | 1 2 |
| 26¾ | Inverurie - - - - - | 6 8 | 2 2½ |
| 23¾ | Kintore - - - - - | 6 - | - 2½ |
| 21 | Kinaldie - - - - - | 5 4 | 1 10 |
| 31¼ | Pitcaple - - - - - | 7 9 | 2 5½ |
| 35 | Oyne - - - - - | 8 6 | 2 8 |
| 38 | Insch - - - - - | 9 3 | 2 11 |

RATES for the CARRIAGE of MANURES, Copied from the Great North of Scotland
Railway Company's Rate Book, at *Buxburn Station*, 5th May 1881.

| Distance in Miles. | | Per Ton. | Over- charge. |
|--------------------------|--|--------------|------------------|
| | From Buxburn to the following Stations, viz. : | | |
| | | <i>s. d.</i> | <i>£. d.</i> |
| 6 | Kinaldie - - - - - | 1 6 | - 6 |
| 9 | Kintore - - - - - | 2 3 | - 9 |
| 12 | Inverurie - - - - - | 2 10 | - 10 |
| 16½ | Inveramsay - - - - - | 4 - | 1 3½ |
| 20 | Wartle - - - - - | 4 10 | 1 6 |
| 23¾ | Rothen - - - - - | 5 10 | 1 10½ |
| 27 | Fyvie - - - - - | 6 8 | 2 2 |
| 30½ | Auchterless - - - - - | 7 4 | 2 3½ |
| 34½ | Turrieff - - - - - | 8 4 | 2 7 |
| 17 | Pitcaple - - - - - | 4 - | 1 2 |
| 20½ | Vyne - - - - - | 5 - | 1 7½ |
| 23½ | Insch - - - - - | 5 6 | 1 7½ |
| 28½ | Kennethmont - - - - - | 7 - | 2 3 |
| 31½ | Gartly - - - - - | 7 9 | 2 6 |
| 36½ | Huntly - - - - - | 9 - | 2 11 |
| 7¼ | New Machar - - - - - | 1 9 | - 6½ |
| 10½ | Udny - - - - - | 2 6 | - 9½ |
| 12 | Logierieve - - - - - | 3 - | 1 - |
| 16¼ | Ellon - - - - - | 2 7 | - ½ |
| 18¾ | Arnage - - - - - | 4 8 | 1 6½ |
| 22¾ | Auchnagatt - - - - - | 5 7 | 1 9½ |
| 27 | Maud - - - - - | 6 9 | 2 3 |

RATES for the CARRIAGE of MANURE, Copied from the Great North of Scotland
Company's Rate Book, at *Huntly*, 4th May 1881.

| Distance in Miles. | | Per Ton. | Under- charge. | Over- charge. |
|--------------------------|--|--------------|-------------------|------------------|
| | From Huntly to the following Stations, viz. : | | | |
| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 5 | Gartly - - - - - | 1 - | - | - |
| 8 | Kennethmont - - - - - | 2 - | - | - 8 |
| 13½ | Insch - - - - - | 3 4 | - | 1 1½ |
| 16½ | Oyne - - - - - | 4 - | - | 1 3½ |
| 19½ | Pitcaple - - - - - | 2 3 | 1 - | - |
| 20½ | Inveramsay - - - - - | 5 - | - | 1 7½ |
| 24½ | Inverurie - - - - - | 4 1 | - | - |
| 24 | Wartle - - - - - | 4 - | - | - |
| 42½ | Plaidy - - - - - | 10 - | - | 2 10½ |
| 45 | King Edward - - - - - | 10 - | - | 2 6 |
| 29½ | Aberlour - - - - - | 6 8 | - | 1 9 |
| 32½ | Carron - - - - - | 7 5 | - | 1 11½ |
| 39½ | Ballindalloch - - - - - | 6 10 | - | 2 3½ |
| 37½ | Blacksboat - - - - - | 8 6 | - | 2 3 |
| 42½ | Advie - - - - - | 9 6 | - | 2 5½ |
| 48½ | Cromdale - - - - - | 10 - | - | 1 11½ |
| 51½ | Grantown - - - - - | 10 - | - | 1 5½ |
| 55½ | Nethy Bridge - - - - - | 10 - | - | - 8½ |
| 60½ | Boat of Garten - - - - - | 10 - | - 1 | - |

The Station Agent, John M'Intyre, refused to submit the Rate Book for inspection, but some time afterwards intimated that he would allow me to see it.

E. A.

RATES for the CARRIAGE of MANURES, Copied from the Great North of Scotland
Railway Company's Rate Book, at *Strichen*, 5th May 1881.

| Distance in Miles. | | Per Ton. | Under- charge. | Over- charge. |
|--------------------------|--|--------------|-------------------|------------------|
| | From Strichen to the following Stations, viz. : | | | |
| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 5½ | Maud - - - - - | 1 5 | - | - 5 |
| 10 | Auchnagatt - - - - - | 2 6 | - | - 10 |
| 14 | Arnage - - - - - | 3 5 | - | 1 1 |
| 17½ | Ellon - - - - - | 3 - | - | - 1 |
| 20½ | Logierieve - - - - - | 5 - | - | 1 6½ |
| 22½ | Udny - - - - - | 5 6 | - | 1 9 |
| 25½ | New Machar - - - - - | 6 3 | - | 2 - |
| 13 | Longside - - - - - | 1 9 | - 5 | - |
| 18½ | Peterhead - - - - - | 3 3 | - | - 1½ |
| 5 | Lonmay - - - - - | 1 5 | - | - 5 |
| 7½ | Ruthin - - - - - | 1 10 | - | - 7 |
| 10½ | Fraserburgh - - - - - | 2 6 | - | - 9½ |
| 30½ | Dyce - - - - - | 5 2 | - | - ½ |
| 37½ | Kintore - - - - - | 9 2 | - | 2 10½ |
| 40½ | Inverurie - - - - - | 10 - | - | 3 2½ |
| 45 | Inveramsay - - - - - | 10 - | - | 2 6 |
| 48½ | Wartle - - - - - | 10 - | - | 1 10½ |
| 52½ | Rothie - - - - - | 10 - | - | 1 3 |
| 55½ | Fyvie - - - - - | 10 - | - | - 8½ |

RATES for the CARRIAGE of MANURES, Copied from the Great North of Scotland
Railway Company's Rate Book, 30th April 1881.

| Distance in Miles. | | Per Ton. | Over- charge. | Maximum Rates. |
|--------------------------|---|----------|------------------|-------------------|
| | From Old Meldrum to the following Stations, viz. : | s. d. | s. d. | s. d. |
| 6½ | Inverurie - - - - - | 1 - | - | - |
| 8½ | Port Elphinstone - - - - - | 1 11 | - 1 | 1 1 |
| 10 | Kintore - - - - - | 2 4 | - 10 | 1 5 |
| 10½ | Inveramsay - - - - - | 2 8 | 1 - | 1 8 |
| 14 | Pitcaple - - - - - | 2 8 | - 11 | 1 9 |
| 17 | Oyne - - - - - | 3 6 | 1 2 | 2 4 |
| 22½ | Insch - - - - - | 4 3 | 1 5 | 2 10 |
| 25½ | Kennethmont - - - - - | 5 6 | 1 9 | 3 8½ |
| 30½ | Gartly - - - - - | 6 4 | 2 1 | 4 2½ |
| 13½ | Huntly - - - - - | 5 1 | - | 5 -½ |
| 17½ | Wartle - - - - - | 3 3 | 1 - | 2 2 |
| 20½ | Rothie-Norman - - - - - | 4 4 | 1 5 | 2 11 |
| 24 | Fyvie - - - - - | 5 - | 1 6 | 3 6 |
| 28 | Auchterless - - - - - | 5 10 | 1 10 | 4 - |
| 32½ | Turriff - - - - - | 6 10 | 2 2 | 4 8 |
| 34½ | Plaidy - - - - - | 8 - | 2 7 | 5 3 |
| 39½ | King Edward - - - - - | 8 6 | 2 8 | 5 10 |
| | MacDuff - - - - - | 6 8 | 1 - | 6 7 |

Copied at Old Meldrum Station.

Edward Alexander.

RATES for the CARRIAGE of MANURES, Copied from the Great North of Scotland
Railway Company's Rate Book, at Kintore Station, 30th April 1881.

| Distance in Miles. | | Per Ton. | Over- charge. | Maximum Rates. |
|--------------------------|---|----------|------------------|-------------------|
| | From Kintore to the following Stations, viz. : | s. d. | s. d. | s. d. |
| 4½ | Kemnay - - - - - | 1 5 | - 5 | 1 - |
| 7½ | Monymusk - - - - - | 2 - | - 9 | 1 3 |
| 10½ | Tillyfourie - - - - - | 2 8 | - 11 | 1 9 |
| 13 | Whitehorne - - - - - | 3 3 | 1 1 | 2 2 |
| 16 | Alford - - - - - | 3 10 | 1 2 | 2 8 |
| 7 | Inverurie - - - - - | 1 5 | - 5 | 1 - |
| 7½ | Inveramsay - - - - - | 2 - | - 9½ | 1 2½ |
| 8 | Pitcaple - - - - - | 2 - | - 8 | 1 4 |
| 11½ | Oyne - - - - - | 2 9 | - 10½ | 1 10½ |
| 14½ | Insch - - - - - | 3 6 | 1 1½ | 2 4½ |
| 19½ | Kennethmont - - - - - | 4 9 | 1 6 | 3 3 |
| 22½ | Gartly - - - - - | 5 6 | 1 9 | 3 9 |
| 27½ | Huntly - - - - - | 6 9 | 2 2 | 4 7 |
| 11 | Wartle - - - - - | 2 9 | - 11 | 1 10 |
| 14½ | Rothie - - - - - | 3 7 | 1 2 | 2 5 |
| 18 | Fyvie - - - - - | 4 5 | 1 5 | 3 - |
| 21½ | Auchterless - - - - - | 5 2 | 1 8½ | 3 6½ |
| 25½ | Turriff - - - - - | 6 2 | 1 11 | 4 3 |
| 20½ | Plaidy - - - - - | 7 3 | 2 4 | 4 11 |
| 32 | King Edward - - - - - | 7 10 | 2 6 | 5 4 |
| 37 | MacDuff - - - - - in lots | 6 2 | - | 6 2 |
| 7 | Dyce - - - - - | 1 2 | - | 1 2 |
| 12½ | New Machar - - - - - | 3 1 | 1 - | 2 1 |
| 17 | Logierieve - - - - - | 4 3 | 1 5 | 2 10 |
| 20½ | Ellon - - - - - | 3 5 | - | 3 4½ |
| 23½ | Arnage - - - - - | 6 - | 2 - | 4 - |
| 27½ | Auchnagatt - - - - - | 7 - | 2 4 | 4 8 |

Edward Alexander.

RATES for the CARRIAGE of MANURES from *Inverurie* to the following Stations:—

| Distance in Miles. | From Inverurie to the following Stations, viz. : | Per Ton. | Over- charge. | Maximum Rate. |
|--------------------------|---|----------|------------------|------------------|
| | | s. d. | s. d. | s. d. |
| 11½ | Rothie - - - - - | 2 - | - | 1 11 |
| 15 | Fyvie - - - - - | 2 6 | - | 2 6 |
| 18½ | Auchterless - - - - - | 3 1 | — | — |
| 22½ | Turriff - - - - - | 3 9 | — | — |
| 26½ | Plaidy - - - - - | 4 6 | — | — |
| 29 | King Edward - - - - - | 4 10 | — | — |
| 34 | MacDuff - - - - - | 5 8 | — | — |
| 5 | Pitcaple - - - - - | 1 - | — | — |
| 8½ | Oyne - - - - - | 1 5 | — | — |
| 11½ | Insch - - - - - | 1 11 | — | — |
| 16½ | Kennethmont - - - - - | 2 9 | — | — |
| 19½ | Gartly - - - - - | 3 3 | — | — |
| 24½ | Huntly - - - - - | 4 1 | — | — |
| 29 | Rothiemay - - - - - | 4 10 | — | — |
| 32½ | Grange - - - - - | 5 5 | — | — |
| 37 | Keith - - - - - | 6 2 | — | — |
| 10 | Dyce - - - - - | 1 9 | - 1 | 1 8 |
| 15½ | New Machar - - - - - | 3 8 | 1 1 | 2 7 |
| 18½ | Udny - - - - - | 4 6 | 1 6 | 3 - |
| 20 | Logierieve - - - - - | 5 - | 1 8 | 3 4 |
| 21½ | Esslemont - - - - - | 5 4 | 1 9 | 3 7 |
| 23½ | Ellon - - - - - | 3 11 | — | — |
| 26½ | Arnage - - - - - | 6 8 | 2 3 | 4 5 |
| 30½ | Auchnagatt - - - - - | 7 8 | 2 6 | 5 2 |
| 35 | Maud - - - - - | 8 2 | 2 4 | 5 10 |

The above Rates were supplied by the Goods Clerk at Inverurie, he having refused to allow me to examine the Rate Book.

30 April 1881.

Edward Alexander.

Appendix, No. 17.

RAILWAY COMMISSION.

LIST prepared at request of CHAIRMAN of SELECT COMMITTEE on RAILWAY RATES and FARES of CASES before the RAILWAY COMMISSIONERS, 1873-1881.

APPLICATIONS under SECTION 2 of the RAILWAY and CANAL TRAFFIC ACT, 1854, and SECTION 6 of the REGULATION of RAILWAYS ACT, 1873.

| Date of Filing. | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|-----------------|--|--|--------------|
| 18 Oct. 1873 | The Corporation of Dover v. The South Eastern Railway Company, and the London, Chatham, and Dover Railway Company. | Application dismissed, on withdrawal of the Corporation. | — |
| 20 Oct. " | Goddard v. London and South Western Railway Company. | Heard and determined. | — |
| 24 Mar. 1874 | Lees v. The Lancashire and Yorkshire Railway Company. | Heard and determined. | — |
| 31 Mar. " | Palmer v. London and South Western Railway Company. | Application withdrawn; terms agreed upon by parties. | — |
| 2 July " | Perks and Bell v. London and North Western Railway Company. | Not proceeded with. | — |
| 10 Sept. " | The Nitshill and Lesmahagow Coal Company v. The Caledonian Railway Company. | Heard and determined. | — |
| 3 Dec. " | The Diphwys Casson Slate Company (Limited) v. The Festiniog Railway Company. | Heard and determined. | — |
| 17 Dec. " | Woodger v. The Great Eastern Railway Company. | Heard and determined. | — |
| 19 Jan. 1875 | The Bellsdyke Coal Company v. The North British Railway Company. | Heard and determined. | — |
| 20 Jan. " | Innes and others v. London, Brighton, and South Coast Railway Company, and London and South Western Railway Company. | Heard and determined. | — |
| 30 Jan. " | Thompson, Evershed, and others v. The London and North Western Railway Company, and the North Staffordshire Railway Company. | Heard and determined. | — |
| 29 Mar. " | The Horbury Bridge Coal, Iron, and Wagon Company v. The Lancashire and Yorkshire Railway Company. | Settled at the hearing, on terms agreed upon by parties. | — |
| 29 April " | Bell v. The Midland Railway Company - | Heard and determined. | — |
| 29 April " | Bell v. The London and North Western Railway Company. | Heard and determined. | — |
| 31 May " | Foreman v. The Great Eastern Railway Company. | Heard and determined. | — |
| 15 June " | The Uckfield Local Board v. London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company. | Heard and determined. | — |
| 5 July " | Black and others v. The Great North of Scotland Railway Company. | Not proceeded with. | — |
| 16 July " | Fishbourne and another v. The Midland Great Western of Ireland Railway Company. | Heard and determined. | — |

APPLICATIONS under Section 2 of the Railway and Canal Traffic Act, 1854, &c.—*continued.*

| Date of Filing. | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|-----------------|---|---|--|
| 16 July 1875 | Fishbourne and another <i>v.</i> The Great Southern and Western Railway Company, Ireland. | Heard and determined. | — |
| 9 Sept. " | The Gwendreath Valleys Railway Company <i>v.</i> The Burryport and Gwendreath Valley Railway Company. | Settled at the hearing, on terms agreed upon by parties. | — |
| 17 Dec. " | Holland and another <i>v.</i> The Festiniog Railway Company. | Heard and determined. | — |
| 11 Nov. " | Evershed and others <i>v.</i> The London and North Western Railway Company. | Heard and determined. | — |
| 26 Jan. 1876 | Jackman <i>v.</i> The Isle of Wight Railway Company. | Application dismissed by consent, parties having agreed upon terms of settlement. | — |
| 24 Feb. " | The Corporation of Dudley <i>v.</i> The London and North Western Railway Company. | Not proceeded with. | — |
| 20 Mar. " | Greenop and others <i>v.</i> South Eastern Railway Company. | Heard and determined. | — |
| 7 April " | The Southsea and Isle of Wight Steam Ferry Company <i>v.</i> The London and South Western and the London, Brighton, and South Coast Railway Companies. [The applicants also asked for relief under Section 11 of the Act of 1873.] | Heard and determined. | — |
| 29 May " | The Corporation of Reigate <i>v.</i> The London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company. | Application dismissed by consent. | — |
| 8 June " | Robertson <i>v.</i> The Great Southern and Western Railway Company, Ireland. [The applicant also asked for relief under Section 14 of the Act of 1873.] | Heard and determined. | — |
| 28 June " | Watkinson and others <i>v.</i> The Wrexham, Mold, and Connah's Quay Railway Company. [The applicants also asked for relief under Section 14 of the Act of 1873.] | Heard and determined | - Case, by way of appeal, stated at the instance of the Railway Company, by the Commissioners, under Section 26 of the Act of 1873, for the opinion of a Superior Court.—Judgment of the Commissioners affirmed. |
| 3 July " | Tomlinson <i>v.</i> Lancashire and Yorkshire Railway Company. [The applicant also asked for relief under Section 15 of the Act of 1873.] | Application withdrawn; terms agreed upon by parties. | — |
| 3 July " | Tomlinson <i>v.</i> London and North Western Railway Company. [The applicant also asked for relief under Section 15 of the Act of 1873.] | Application withdrawn; terms agreed upon by parties. | — |
| 13 July " | Robertson <i>v.</i> Midland Great Western Railway Company, Ireland. [The applicant also asked for relief under Section 14 of the Act of 1873.] | Heard and determined. | — |
| 31 July " | Robert Evans <i>v.</i> The Great Western Railway Company. | Application withdrawn; terms agreed upon by parties. | — |
| 25 Oct. " | Thomas <i>v.</i> North Staffordshire Railway Company. | Heard and determined. | — |
| 9 Nov. " | Toomer and others <i>v.</i> London, Chatham, and Dover Railway Company, and South Eastern Railway Company. | Heard and determined | - Enforcement of Orders of Commissioners against Companies restrained by Writ of Prohibition, issued by the Exchequer Division of the High Court of Justice. |
| 2 Feb. 1877 | Locke and another <i>v.</i> The North Eastern Railway Company. [The applicant also asked for relief under Section 15 of the Act of 1873.] | Heard and determined. | — |
| 27 Feb. " | The Victoria Coal and Iron Company <i>v.</i> The Midland Railway Company, and the Neath and Brecon Railway Company. | Heard and determined | - Case, by way of appeal, granted at the instance of the Midland Railway Company, by the Commissioners, under Section 26 of the Act of 1873, for the opinion of a Superior Court, but appeal not proceeded with. |

APPLICATIONS under Section 2 of the Railway and Canal Traffic Act, 1854, &c.—continued.

| Date of Filing. | N A M E O F C A S E. | How Disposed of. | Appeals, &c. |
|-----------------|--|---|--|
| 20 Mar. 1877 | The Dunkirk Colliery Company v. The Manchester, Sheffield, and Lincolnshire Railway Company, and the Lancashire and Yorkshire Railway Company. | Application withdrawn ; terms agreed upon by parties. | — |
| 21 Mar. " | Dundee and others v. The Belfast and Northern Counties Railway Company. | Application withdrawn ; terms agreed upon by parties. | — |
| 19 Feb. 1878 | The Aberdeen Commercial Company and the Aberdeen Lime Company v. The Great North of Scotland Railway Company. | Heard and determined - | Case, by way of appeal, stated at the instance of the Railway Company by the Commissioners, under Section 26 of the Act of 1873, for the opinion of the Court of Session, Scotland. Judgment of the Commissioners affirmed. |
| 27 Feb. " | The Corporation of Hastings v. The South Eastern Railway Company. | Heard and determined - | The Railway Company having obtained judgment in prohibition in the Queen's Bench Division, said judgment was, on appeal by the Commissioners, reversed by the Court of Appeal. |
| 2 Mar. " | The Tunbridge Wells Local Board v. The South Eastern Railway Company. | Application withdrawn ; terms agreed upon by parties. | — |
| 4 Mar. " | The Chatterley Iron Company (Limited) v. The North Staffordshire Railway Company. [The applicants also asked for relief under Sections 14 and 15 of the Act of 1873.] | Heard and determined - | Case, by way of appeal, granted at the instance of the Railway Company by the Commissioners, under Section 26 of the Act of 1873, for the opinion of a Superior Court, but appeal not proceeded with. |
| 2 July " | Lloyd v. The Northampton and Banbury Junction Railway Company. [The applicant also asked for relief under Section 15 of the Act of 1873.] | Heard and determined. | — |
| 3 July " | The Chatterley Iron Company v. The North Staffordshire Railway Company (No. 2). | Hearing postponed <i>sine die</i> . | — |
| 2 July " | Porter v. The Great Northern Railway Company (Ireland). | Application not proceeded with. | — |
| 20 July " | The Newington Local Board v. The North Eastern Railway Company. | Heard and determined - | Rule <i>nisi</i> obtained by the Railway Company for a prohibition. |
| 23 May 1879 | Harris and others v. The London and South Western Railway Company. | Heard and determined. | — |
| 30 Dec. " | The Isle of Wight (Newport Junction) Railway Company v. The Isle of Wight Railway Company. [The applicant also asked for relief under Section 15 of the Act of 1873.] | Proceedings dropped. | — |
| 20 Jan. 1880 | Brown v. The Great Eastern Railway Company. | Application withdrawn ; terms agreed upon by parties. | — |
| 4 June " | The Tharsis Sulphur and Copper Company (Limited) v. The London and North Western Railway Company. | Heard and determined - | Case, by way of appeal, granted by the Commissioners at the instance of the Railway Company, under Section 26 of the Act of 1873 (pending). |
| 9 June " | The Denaby Main Colliery Company v. The Manchester, Sheffield, and Lincolnshire Railway Company. | Heard and determined - | The Commissioners having refused to state a case, by way of appeal, under Section 26 of the Act of 1873, the Railway Company applied to the Queen's Bench Division for a Writ of Prohibition or Mandamus. The Court refused to issue either, and on appeal by the Railway Company to the Court of Appeal, judgment of the Queen's Bench Division was affirmed. |

APPLICATIONS under Section 2 of the Railway and Canal Traffic Act, 1854, &c.—*continued.*

| Date of Filing. | N A M E o f C A S E. | How Disposed of. | Appeals, &c. |
|-----------------|---|---|---|
| 9 June 1880 | Watkinson and others v. The Wrexham, Mold, and Connah's Quay Railway Company. [The applicants also asked for relief under Section 14.] | Heard and determined. | — |
| 28 Feb. " | Hastie v. The London, Brighton, and South Coast Railway Company. | Application withdrawn ; terms agreed upon by parties. | — |
| 23 July " | The Waterford and Limerick Railway Company v. The Great Southern and Western Railway Company, Ireland. | This case was settled at the hearing upon terms agreed upon by the parties. | — |
| 3 Nov. " | Fretwell v. London, Brighton, and South Coast Railway Company. | Application withdrawn ; terms agreed upon by parties. | — |
| 6 Dec. " | The Central Wales and Carmarthen Junction Railway Company v. The London and North Western Railway Company. | This case is pending ; the hearing is adjourned until after Easter. | — |
| 25 Nov. " | Brown v. The Great Western Railway Company. | - - - - - | A rule absolute for a prohibition has been issued at the instance of the Railway Company by the Queen's Bench Division, to restrain the Commissioners from hearing this case. The order of the Queen's Bench Division has been appealed from. |
| 23 Feb. 1881 | James and others v. The Taff Vale Railway Company and the Great Western Railway Company. | Heard ; judgment not yet delivered. | |

APPLICATIONS under Section 8 of the REGULATION of RAILWAYS ACT, 1873.

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| 23 Jan. 1874 | The Buckfastleigh, Totnes, and South Devon Railway Company v. The South Devon Railway Company. | Heard and determined. | — |
| 15 July " | The Kington and Eardisley Railway Company v. The Hereford, Hay, and Brecon, and the Midland Railway Companies. | Application withdrawn. | — |
| 13 Nov. " | The Bristol and Exeter Railway Company v. The Somerset and Dorset Railway Company. | Heard and determined. | — |
| 8 Dec. " | The Midland Railway Company v. The Great Western Railway Company. | Heard and determined. | — |
| 11 Feb. 1875 | The Caledonian Railway Company v. The Greenock and Wemyss Bay Railway Company. | Heard and determined. | — |
| 4 Mar. " | The Greenock and Wemyss Bay Railway Company v. The Caledonian Railway Company. | Heard and determined. | — |
| 23 Mar. " | The Stokes Bay Railway and Pier Company v. The London and South Western Railway Company. | Application withdrawn. | — |
| 28 April " | The Taff Vale Railway Company v. The Rhymney Railway Company. | Heard and determined. | — |
| 4 June " | The Mold and Denbigh Junction Railway Company v. The London and North Western Railway Company. | Application withdrawn. | — |
| 6 Sept. " | The Isle of Wight (Newport Junction) Railway Company v. The Ryde and Newport Railway Company. | Heard and determined. | — |
| 9 Nov. " | The Caledonian Railway Company v. The North British Railway Company. | Heard and determined. | — |

APPLICATIONS under Section 8 of the Regulation of Railways Act, 1873—*continued.*

| Date of Filing. | N A M E of C A S E. | How Disposed of. | Appeals, &c. |
|-----------------|--|------------------------|---|
| 4 Nov. 1875 | The Ryde and Newport Railway Company v. The Isle of Wight (Newport Junction) Railway Company. | Heard and determined. | — |
| 18 Jan. 1876 | The East and West Junction Railway Company v. The Northampton and Banbury Junction Railway Company. | Heard and determined. | — |
| 20 Jan. " | The Caledonian Railway Company v. The North British Railway Company. | Heard and determined. | — |
| 1 Feb. " | The Midland Railway Company v. The Great Western Railway Company. | Heard and determined. | — |
| 19 Feb. " | The Cambrian Railways Company v. The London and North Western Railway Company. | Heard and determined. | — |
| 12 Mar. " | The Harborne Railway Company v. The London and North Western Railway Company. | Heard and determined. | — |
| 28 April " | The Midland Railway Company v. The Neath and Brecon Railway Company. | Heard and determined. | — |
| 2 May " | The Cornwall Railway Company and the Associated Railway Companies v. The Devon and Cornwall Railway Company. | Heard and determined. | — |
| 20 May " | The Torbay and Brixham Railway Company v. The South Devon Railway Company. | Heard and determined. | — |
| 4 July " | The Caledonian Railway Company v. The Great Northern, North Eastern, and North British Railway Companies. | Heard and determined. | — |
| 8 Nov. " | The Midland Railway Company v. The Neath and Brecon Railway Company. | Application withdrawn. | — |
| 14 Dec. " | The Cambrian Railways Company v. The London and North Western Railway Company. | Application withdrawn. | — |
| 1 Mar. 1877 | The London and South Western Railway Company v. The Staines, Wokingham, and Woking Railway Company. | Heard and determined. | — |
| 23 June " | The Caledonian Railway Company v. The North British Railway Company. | Heard and determined. | — |
| 22 Dec. " | The Torbay and Brixham Railway Company v. The South Devon Railway Company. | Application withdrawn. | — |
| 20 Mar. 1878 | The Portpatrick Railway Company v. The Caledonian Railway Company. | Heard and determined | - In this case a rule <i>nisi</i> for a prohibition was granted by the Queen's Bench Division on the motion of the Caledonian Company, but it was not proceeded with. |
| 3 July " | The Marlborough Railway Company v. The Great Western Railway Company. | Application withdrawn. | — |
| 4 July " | The Solway Junction Railway Company v. The Maryport and Carlisle Railway Company. | Heard and determined. | — |
| 16 July " | The Salisbury and Dorset Junction Railway Company v. The London and South Western Railway Company. | Heard and determined. | — |
| 17 July " | The North British Railway Company v. The Caledonian Railway Company. | Heard and determined. | — |
| 30 July " | The Caledonian Railway Company v. The North British Railway Company. | Heard and determined. | — |
| 23 May 1879 | The Stafford and Uttoxeter Railway Company v. The North Staffordshire Railway Company. | Application withdrawn. | — |

APPLICATIONS under Section 8 of the Regulation of Railways Act, 1873—*continued.*

| Date of Filing. | N A M E of C A S E. | How Disposed of. | Appeals, &c. |
|-----------------|---|-----------------------|--|
| 11 July 1879 | The Dublin and Meath Railway Company v. The Midland Great Western of Ireland Railway Company. | Heard and determined. | — |
| 23 Oct. " | The Caledonian Railway Company v. The Glasgow and South Western Railway Company. | Heard and determined. | — |
| 24 Jan. 1881 | The Waterford and Limerick Railway Company v. The Great Western Railway Company. | - - - - - | In this case the defendants have obtained a Writ of Prohibition, by which all further proceedings are stayed. The application for such writ was unsuccessful before the Master of the Rolls, but his judgment was reversed, on appeal, by the Court of Appeal. |

APPLICATIONS under SECTION 9 of the REGULATION of RAILWAYS ACT, 1873.

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| 6 June 1874 | Day v. The Metropolitan Railway Company. | Application withdrawn. | — |
| 2 July " | The Carmarthen and Cardigan Railway Company v. The Central Wales and Carmarthen Junction Railway Company. | Heard and determined. | — |
| 9 Oct. " | The Manchester, Sheffield, and Lincolnshire Railway Company, and the Trent, Ancholme, and Great Grimsby Railway Company v. The Guardians of the Poor of Caistor Union. | Heard and determined. | — |
| 9 Oct. " | The Manchester, Sheffield, and Lincolnshire Railway Company, and the Trent, Ancholme, and Great Grimsby Railway Company v. The Guardians of the Poor of Glandford Brigg Union. | Heard and determined. | — |
| — 1873 | The Guardians of the Poor of Wigan Union v. The London and North Western Railway Company. | Heard and determined. | — |
| 13 April 1876 | The London and South Western Railway Company v. The South Devon Railway Company and others. | Heard and determined. | — |

APPLICATIONS under SECTION 10 of the REGULATION of RAILWAYS ACT, 1873.

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| 8 Dec. 1873 | The Waterford and Limerick Railway Company with the Southern Railway Company. | Agreement approved. | — |
| 24 Dec. " | The Witney Railway Company with the Great Western Railway Company. | Agreement approved. | — |
| 26 Feb. 1874 | The Lyme Regis Railway Company with the London and South Western Railway Company. | Agreement approved. | — |
| 5 Mar. " | The Sidmouth Railway Company with the London and South Western Railway Company. | Agreement approved. | — |
| 18 April " | The Mitcheldean Road and Forest of Dean Junction Railway Company with the Great Western Railway Company. | Agreement approved. | — |
| 10 July " | The Carrickfergus and Larne Railway Company with the Belfast and Northern Counties Railway Company. | Agreement approved. | — |
| 17 Aug. " | The Kilkenny Junction Railway Company with the Waterford and Central Ireland Railway Company. | Agreement approved. | — |

APPLICATIONS under Section 10 of the Regulation of Railways Act, 1873—*continued.*

| Date of Filing. | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|-----------------|---|--|--------------|
| 4 Mar. 1875 | The Greenock and Wemyss Bay Railway Company v. The Caledonian Railway Company. | Heard and determined. (This was an application for the revision of an agreement.) | — |
| 13 May " | The Thetford and Watton Railway Company, and the Watton and Swaffham Railway Company, with the Bury St. Edmunds and Thetford Railway Company. | Agreement approved. | — |
| 2 June " | The Edinburgh, Loanhead, and Roslin Railway Company with the North British Railway Company. | Agreement approved. | — |
| 17 June " | The Culm Valley Light Railway Company with the Bristol and Exeter Railway Company. | Agreement approved. | — |
| 22 Aug. " | The Sirhowy Railway Company with the London and North Western Railway Company. | Heard and determined; agreement approved. | — |
| 3 Dec. " | The Cowbridge Railway Company with the Taff Vale Railway Company. | Agreement approved. | — |
| 13 April 1876 | The West Cork Railway Company with the Ilen Valley Railway Company. | Heard and determined; agreement approved. | — |
| 11 April " | The Portpatrick Railway Company with the Caledonian Railway Company. | Agreement approved. | — |
| 15 Aug. " | The Pool and Bournemouth Railway Company with the London and South Western Railway Company. | Agreement approved. | — |
| 5 July " | The Kington and Eardisley Railway Company with the Great Western Railway Company. | Agreement approved. | — |
| 20 Sept. " | The Northampton and Banbury Junction Railway Company with the London and North Western Railway Company. | Agreement approved. | — |
| 13 Nov. " | The Harborne Railway Company with the London and North Western Railway Company. | Agreement approved. | — |
| 3 Aug. 1877 | The Bromley Direct Railway Company with the South Eastern Railway Company. | Application withdrawn. | — |
| 9 Aug. " | The Girvan and Portpatrick Railway Company with the Glasgow and South Western Railway Company. | Agreement approved. | — |
| 18 Oct. " | The Penarth Extension Railway Company with the Taff Vale Railway Company. | Agreement approved. | — |
| 19 Oct. " | The Sutton Harbour Improvement Company with the London and South Western Railway Company. | Agreement approved. | — |
| 12 Dec. " | The Great Northern Railway Company, Ireland, with the Enniskillen, Bundoran, and Sligo Railway Company. | Agreement approved. | — |
| 25 Jan. 1878 | The Neath and Brecon Railway Company with the Midland Railway Company. | Agreement not approved. | — |
| 5 June " | The Denbigh, Ruthin, and Corwen Railway Company with the London and North Western Railway Company. | Agreement approved. | — |
| 2 Dec. " | The Mid-Hants Railway Company with the London and South Western Railway Company. | Agreement approved. | — |
| 4 Mar. 1879 | The Mellis and Eye Railway Company with the Great Eastern Railway Company. | Agreement approved. | — |

APPLICATIONS under Section 10 of the Regulation of Railways Act, 1873—*continued.*

| Date of Filing. | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|-----------------|--|-------------------------|--|
| 4 Mar. 1879 | The Clacton-on-Sea Railway Company with the Great Eastern Railway Company. | Agreement approved. | — |
| 4 Mar. " | The Tendring Hundred Railway Company with the Great Eastern Railway Company. | Agreement approved. | — |
| 24 April " | The Girvan and Portpatrick Junction Railway Company with the Glasgow and South Western Railway Company. | Agreement approved. | — |
| 9 June " | The Newhaven Harbour Company with the London, Brighton, and South Coast Railway Company. | Agreement approved. | — |
| 6 Dec. " | The Great Eastern Railway Company with the Felixstowe Railway and Pier Company. | Agreement approved. | — |
| 6 Jan. 1880 | The Rathkeale and Newcastle Junction Railway Company with the Waterford and Limerick Railway Company. | Agreement approved. | — |
| 6 Jan. " | The Limerick and Kerry Railway Company with the Waterford and Limerick Railway Company. | Agreement approved. | — |
| 20 Jan. " | The Salisbury Railway and Market House Company with the London and South Western Railway Company. | Agreement approved. | — |
| 1 April " | The Ryde and Newport Railway Company with the Cowes and Newport Railway Company and the Isle of Wight (Newport Junction) Railway Company. | Application withdrawn. | — |
| 4 May " | The Carrickfergus and Larne Railway Company with the Belfast and Northern Counties Railway Company. | Agreement not approved. | — |
| 20 May " | The Westerham Valley Railway Company with the South Eastern Railway Company. | Application withdrawn. | — |
| | The Corporation of Huddersfield and the Chamber of Commerce of Huddersfield v. The Great Northern Railway Company and the Manchester, Sheffield, and Lincolnshire Railway Company. | This case is pending | Rule nisi in the Queen's Bench Division to prevent Commissioners proceeding with case obtained at the instance of the Railway Companies. Rule discharged by Court. |

APPLICATIONS under SECTION 11 of the REGULATION of RAILWAYS ACT, 1873.

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| 22 Mar. 1874 | The East and West Junction Railway Company v. The Great Western Railway Company. | Heard and determined. | — |
| 13 May " | The East and West Junction Railway Company v. The Great Western Railway Company. | Application withdrawn. | — |
| 20 June " | The East and West Junction Railway Company v. The Great Western Railway Company. | Application withdrawn. | — |
| 24 June " | The Potteries, Shrewsbury, and North Wales Railway Company v. The London and North Western Railway Company. | Application withdrawn; terms agreed upon by parties. | — |
| 5 Mar. 1875 | The East and West Junction Railway Company v. The Great Western Railway Company. | Heard and determined. | — |

APPLICATIONS under Section 11 of the Regulation of Railways Act, 1873—*continued.*

| Date of Filing | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|----------------|--|--|--|
| 21 April 1875 | The Central Wales and Carmarthen Junction Railway Company v. The Great Western Railway Company. | Heard and determined - | In this case the Commissioners having refused to state a case, by way of appeal, for the opinion of a Superior Court, on the application of the Central Wales Railway Company, that Company applied to the Queen's Bench Division for a mandamus, which was refused. |
| 2 July " | The Greenock and Wemyss Bay Railway Company v. The Caledonian Railway Company. | Heard and determined - | Case, by way of appeal, stated at the instance of the Caledonian Company by the Commissioners under Sect. 26 of the Act of 1873 for the opinion of the Court of Session, Scotland; judgment of the Commissioners affirmed. An interdict was also applied for by the Caledonian Company, and was refused by the Court of Session. |
| 4 Aug. " | The Midland Great Western Railway of Ireland Company v. The Irish North Western Railway Company. | Application withdrawn. | — |
| 5 Feb. 1876 | The East and West Junction Railway Company v. The Great Western Railway Company. | The parties came to terms at the hearing, and an Order was made by consent. | — |
| 1 Mar. 1877 | The Warwick and Birmingham Canal Company and others v. The Birmingham Canal Company. | Heard and determined - | The Commissioners granted a case, by way of appeal, for the opinion of a Superior Court under Sect. 26 of the Act of 1873, at the instance of the Birmingham Canal Company, which was not proceeded with. The enforcement of the order of Commissioners was restrained by a Writ of Prohibition issued by the Exchequer Division of the High Court of Justice. |
| 5 Mar. " | The Newry and Armagh Railway Company v. The Great Northern Railway Company (Ireland). | Heard and determined. | — |
| 26 Mar. " | The Caledonian Railway Company v. The Glasgow and South Western Railway Company. | Application withdrawn; case settled upon terms. | — |
| 30 July 1878 | The North Monkland Railway Company v. The North British Railway Company. | Heard and determined. | — |
| 29 Nov. 1879 | The Caledonian Railway Company v. The North British Railway Company. | Heard and determined. | — |
| 29 Nov. " | The Caledonian Railway Company v. The North British Railway Company. | The case was settled on terms; the application to stand over <i>sine die</i> . | — |
| 13 Feb. 1880 | The Great Northern Railway Company (Ireland) v. The Belfast Central Railway Company. | Heard and determined. | — |
| 26 Feb. " | The Belfast Central Railway Company v. The Great Northern Railway Company (Ireland). | Heard and determined. | — |
| 19 July " | The Cleator and Workington Junction Railway Company v. The London and North Western and the Furness Railway Companies. | The applicants were stayed by an injunction from the Chancery Division from proceeding with their application. | — |
| 31 July " | The Belfast Central Railway Company v. The Great Northern Railway Company (Ireland). | Heard and determined. | — |

APPLICATIONS under SECTION 14 of the REGULATION of RAILWAYS ACT, 1873.

| Date of Filing. | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|-----------------|---|--|--------------|
| 4 May 1874 | Perkins v. The London and North Western Railway Company. | Heard and determined. | — |
| 28 Jan. 1875 | Bailey v. The London, Chatham, and Dover Railway Company. | Heard and determined. | — |
| 18 Feb. „ | Ivens v. The London and North Western Railway Company. | Heard and determined. | — |
| 12 Mar. „ | The Harborne Railway Company v. The London and North Western Railway Company. | Heard and determined. | — |
| 1 Jan. „ | Jones v. The North Eastern Railway Company. | Heard and determined. | — |
| 31 Jan. 1876 | Jones v. The North Eastern Railway Company. | Heard and determined. | — |
| 1 Feb. 1877 | Oxlade v. The North Eastern Railway Company. | Heard and determined. | — |
| 20 April. „ | Ivens v. The Northampton and Banbury Junction Railway Company. | Heard and determined. | — |
| 1 May 1879 | Amey v. The London and South Western Railway Company. | Withdrawn, the parties having agreed upon terms. | — |
| 19 June 1880 | Amey v. The London and South Western Railway Company. | Heard and determined. | — |

APPLICATIONS under SECTION 15 of the REGULATION of RAILWAYS ACT, 1873.

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| 19 May 1875 | Ivens v. The London and North Western Railway Company. | This application was withdrawn; terms agreed upon by parties. | — |
| 13 June 1876 | The Dunkirk Colliery Company v. The Manchester, Sheffield, and Lincolnshire Railway Company. | Heard and determined. | — |
| 10 May 1877 | Stott and another v. The Cheshire Lines Committee and the Manchester, Sheffield, and Lincolnshire Railway Company. | This application withdrawn; terms agreed upon by parties. | — |
| 8 Mar. 1878 | Howard v. The Midland Railway Company. [The applicant also asked for relief under Sect. 2 of Act of 1854.] | Heard and determined. | — |
| 8 Mar. „ | Howard v. The London and North Western Railway Company. [The applicant also asked for relief under Sect. 2 of Act of 1854.] | Heard and determined. | — |

APPLICATIONS under SECTION 17 of the REGULATION of RAILWAYS ACT, 1873.

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| 8 May 1876 | Foster v. The Great Western Railway Company. | Heard and determined. | — |
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APPLICATIONS under SECTION 18 of the REGULATION of RAILWAYS ACT, 1873.

| Date of Filing. | N A M E of C A S E. | How Disposed of. | Appeals, &c. |
|-----------------|---|---|--------------|
| 19 Aug. 1874 | The Postmaster General v. The Highland Railway Company. | This case was settled at the hearing, the parties having agreed upon terms. | — |

CASES under the BOARD of TRADE ARBITRATIONS ACT, 1874.

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|---------------|--|-----------------------|--|
| 3 June 1874 | The Bala and Dolgelly Railway Company v. The Cambrian Railway Company. | Heard and determined. | — |
| 8 Aug. " | The Midland Great Western Railway Company of Ireland v. The Great Northern and Western of Ireland Railway Company. | Heard and determined. | — |
| 22 Mar. 1876 | The South Devon Railway Company v. The Devon and Cornwall Railway Company. | Heard and determined. | — |
| 12 April 1877 | The London, Brighton, and South Coast Railway Company v. The East London Railway Company. | Heard and determined. | — |
| 22 July 1876 | The East London Railway Company v. The London, Brighton, and South Coast Railway Company. | Heard and determined. | — |
| 19 April 1877 | The East London Railway Company v. The London, Brighton, and South Coast Railway Company. | Heard and determined. | — |
| 31 Mar. 1879 | The Swansea Improvements and Tramways Company v. The Swansea and Mumbles Railway Company (Limited). | Heard and determined | The Swansea Railway Company applied to the Queen's Bench Division for a rule nisi for a prohibition, which was refused, and, on appeal to the Court of Appeal, that judgment was affirmed. |

CASES referred to the COMMISSIONERS by the BOARD of TRADE, &c.

| | | | |
|-------------|---|-----------------------|---|
| 2 Jan. 1877 | The Wilts, Somerset, and Berks Canal Traders Association (Kennet and Avon Canal) v. The Great Western Railway Company. | Heard and determined. | — |
| - Aug. " | Application by the Inhabitants of Launceston to the Board of Trade under the South Devon Railway Acts, 1862 and 1869. | Heard and determined. | — |
| - Feb. 1881 | Inquiry at the instance of the Lord Lieutenant of Ireland into the Tolls levied on the Royal Canal by the Midland Great Western Railway Company, Ireland. | Heard and determined. | — |

CASES under the CRYSTAL PALACE and SEVENOAKS RAILWAYS ACT, 1874.

| Date of Filing. | NAME OF CASE. | How Disposed of. | Appeals, &c. |
|-----------------|---|--|---|
| 12 Oct. 1874 | The Crystal Palace and South London Junction Railway Company v. The London, Chatham, and Dover Railway Company. | Case settled; parties agreed upon terms. | — |
| 26 July 1876 | The Sevenoaks, Maidstone, and Tunbridge Railway Company v. The London, Chatham, and Dover Railway Company. | Heard and determined - | The Commissioners stated a case by way of appeal, for the opinion of the Queen's Bench Division, under Section 26 of the Act of 1873, at the instance of the Sevenoaks Company. Judgment of the Commissioners affirmed. |

CASE under the CHESHIRE LINES TRANSFER ACT, 1865.

| | | | |
|---------------|--|-----------------------|---|
| 12 April 1876 | The Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company v. The Great Northern Railway Company. | Heard and determined. | — |
|---------------|--|-----------------------|---|

Appendix, No. 18.

PAPERS handed in by the *Chairman*.

STATEMENT showing the CLASS RATES Charged by the London and North Western STATIONS, and also the EXCEPTIONAL

| Distance in Miles from London (Camden Station). | STATIONS. | Class Rates, per Ton. | | | | | | | Grain. — In Quantities of not less than | | | | |
|--|--------------------------|---|---|-----------------|------------------|-----------------|------------------|-----------------|---|----------------|-----------------|-------------------------------------|----|
| | | Mineral Class. — In Quantities of not less than 4 Tons. | Special Class. — In Quantities of not less than 2 Tons. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | In Quantities exceeding 500 lbs. | | | | |
| | | | | | | | | | 2 Tons. | 4 Tons. | | 20 Tons. — Dock Rates.* | |
| | | | | | | | | | | Town Rates. | Dock Rates.* | | |
| | | s. s. — | s. s. — | C. D. — | C. D. — | C. D. — | C. D. — | C. D. — | s. s. — | s. s. — | s. d. | s. d. | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 11 | Harrow - N. C. | 3 10 | 5 - | 12 6 | 12 6 | 12 6 | 16 8 | 20 - | - | 3 4 | 5 10 | - | 1 |
| 17 | Watford - N. C. | 4 4 | 5 -(b) | 10 10 | 12 6 | 13 4 | 14 2 | 16 8 | 4 2 | 3 6 | 6 - | - | 2 |
| 23 | Boxmoor - C. | 4 2 | 5 10 (b) | 13 4 (d) | 15 - | 16 8 (e) | 18 4 | 25 - | 5 6 | 4 6 (f) | - | - | 3 |
| 31 | Tring - N. C. | - | 6 8 | 14 2 | 15 10 | 17 6 | 18 4 | 25 - | 6 - | 5 - | 7 6 | - | 4 |
| 39 | Leighton - N. C. | 4 2 | 6 8 (h) | 15 - | 16 8 | 18 4 (h) | 21 8 | 26 8 | - | 5 10 (f) | - | 7 6 | 5 |
| 47 | Fenny Stratford N. C. | - | 7 6 | 15 - | 16 8 | 18 4 | 22 6 | 30 - | - | 6 8 (m) | 9 2 | 7 11 | 6 |
| 51 | Wolverton - N. C. | - | 7 6 | 14 2 (n) | 16 8 | 18 4 | 25 - | 30 - | - | 6 8 (m) | 9 2 | 8 4 | 7 |
| 66 | Northampton - C. | 7 1 | 10 10 | 18 4 (o) | 20 -(p) | 25 -(q) | 27 6 (r) | 35 - | 9 2 | 7 6 | - | - | 8 |
| 69 | Weedon - N. C. | - | 9 4 (h) | 17 6 | 20 - | 22 6 | 30 - | 40 - | 9 - | 8 - | 10 6 | - | 9 |
| 74 | Crick - N. C. | 8 4 | 10 - | 18 4 | 20 10 | 24 2 | 33 4 | 40 - | 9 - | 8 4 | 10 10 | - | 10 |
| 82 | Rugby - C. | 8 4 (t) | 11 8 | 20 - | 23 4 | 30 -(u) | 35 - | 45 - | - | 10 - | - | - | 11 |
| 96 | Nuneaton - C. | 8 4 | 13 4 | 22 6 (v) | 26 8 (p) | 35 - | 40 -(w) | 55 - | - | 10 10 | - | - | 12 |

Notes.—The charges in the tables are for goods (uninsured) conveyed at the company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

* These rates only apply to grain collected by rail or barge from ships in docks or dock warehouses in London. The rate does not include delivery in the country.

† When the cattle and sheep are charged for per head, not less than four cattle or 20 sheep are charged for.

‡ The rates for milk are not in the Rate Books sent to the Board of Trade, but have been supplied by the Company.

(a) The rate given for the conveyance of packed manure from Camden Town to Harrow and Northampton, are for quantities of not less than four tons.

(b) The rate for mangold wurtzel and swedes from Camden Town, in quantities of not less than four tons, is 3 s. 4 d., S. S., per ton to Watford, and 4 s. 6 d., S. S., per ton to Boxmoor.

(c) The 5 s. S. S. rate for ale, is for quantities of not less than four tons, for any less quantity the rate is 5 s. 10 d. S. S., except for Burton ale reforwarded, for which the rate is 3 s. 4 d., S. S., per ton.

(d) The rate for rags and paper-making materials, in quantities of two tons, is 9 s. 2 d., S. S., per ton, and the rate for coarse paper, in quantities of not less than four tons, is 11 s. 8 d., C. D., per ton.

Appendix, No. 18.

PAPERS handed in by the *Chairman*.

Railway Company for the Carriage of GOODS between LONDON and the undermentioned
RATES charged for certain ARTICLES.

| Exceptional Rates per Ton. | | | | | | | | | | | | Milk by Pas- senger Train, per Gallon. ‡ | Cattle and Sheep Rates. | | |
|---|--|---------------------|---------------------|--|---|---|--|--|--|---|------------------|---|--|--|--|
| Hay. — Not less than 30 cwt. to the Truck. | Straw. — Not less than 20 cwt. to the Truck. | Manure. | | Heavy Gro- ceries. — In Quantities of not less than 500 lbs. | Ale. — In Quantities of not less than 2 Tons. | Round Timber. (ex Labour.) | | Bricks. — In Quantities of not less than 4 Tons. | Slates. — In Quantities of not less than 4 Tons. | Fresh Meat. — In Quantities exceed- ing 500 lbs. | | | Small Trucks. — Per Truck. | Me- dium Trucks. — Per Truck. | Large Trucks. — Per Truck. |
| In Bulk. — In Quantities of not less than 4 Tons. | Packed. — In Quantities of not less than 5 Tons. | | | | | Not exceed- ing 1 Truck in length. | Exceed- ing 1 Truck in length. | | | | | | | | |
| s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | s. s. — d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. |
| 1 6 8 | — | 2 — | 3 4 ^(a) | 11 8 | 3 4 | 2 10 | 5 4 | — | — | — | ‡ | 6 — | 7 — | 7 9 | |
| 2 7 6 | 8 6 | — | — | 10 10 | 5 — ^(c) | 4 — | 6 6 | 3 — | — | — | ‡ | 9 6 | 11 — | 12 0 | |
| 3 0 2 | 9 2 | 3 — | 3 9 | 13 4 | 6 8 | 5 4 | 7 10 | 2 9 | — | — | ‡ | 13 — | 15 — | 17 — | |
| 4 10 — | 11 8 | 3 4 | 4 2 | 14 2 | 5 2 ^(d) | — | — | 3 0 | 5 — | — | 1‡ | 16 6 | 19 3 | 21 9 | |
| 5 10 — | 12 6 | 3 4 | 5 — | — | 9 2 | — | 10 — | — | — | 20 — ^(f) | 1 | 21 — | 24 6 | 27 9 | |
| 6 11 8 | 14 2 | 3 6 | — | — | 7 10 ^(g) | 10 4 | 12 10 | 4 — | — | 22 6 ^(h) | 1 | ‡Cattle per Head. 3 9 | — | — | ‡Sheep per Head. — 9 |
| 7 12 6 | 15 — | 4 — | — | — | — | — | 13 4 | 5 5 | 5 10 | — | 1‡ | 3 6 | — | — | 9 |
| 8 — | — | — | 9 2 ^(a) | 18 4 | 10 10 ^(*) | — | 14 2 | 4 6 | — | 27 6 ^(f) | 1 | 4 6 | — | — | 1 — |
| 9 15 10 | 19 2 | — | — | — | — | — | 13 — | 4 — | 7 6 | — | 1 | 4 6 | — | — | 1 1 |
| 10 16 8 | 20 — | — | — | — | — | — | 13 4 | 5 — | — | — | 1 | 4 9 | — | — | 1 1 |
| 11 — | — | — | — | 20 — | — | — | 16 8 | 5 — | — | 35 — ^(f) | 1 | 5 — | — | — | 1 2 |
| 12 — | — | — | 12 6 ^(x) | 21 8 | 13 4 | 16 6 | 19 — | 6 — | — | 40 — ^(f) | 1 | 5 4 | — | — | 1 2 |

(^c) The rate for fruit in hampers, in quantities of not less than four tons, is 15 s., S. S., per ton, delivered in London.

(^f) This rate is charged for grain in quantities of not less than five tons.

(^g) Rate for Burton ale reforwarded from Camden Stores.

(^h) The rate for sand in bags, in quantities of not less than four tons, to Leighton, is 4 s. 6 d., S. S., per ton, and to Weedon, 5 s., S. S., per ton.

(ⁱ) The rate for ripe fruit in hampers, is 16 s. 8 d. per ton.

(^j) The charge is 5 s. more if the Company supply hampers and cloths.

(^k) The rate for grain in quantities of not less than 20 tons, is 5 s. 5 d., S. S., per ton to Fenny Stratford, and 5 s. 10 d., S. S., per ton to Wolverton.

(^l) The rate for rugs in quantities of two tons, is 10 s. 10 d., S. S., per ton.

(^m) The rate for tanning materials, except bark loose, is 15 s. per ton.

(ⁿ) The rate for undressed leather to Northampton, is 15 s. per ton, C. D., and to Nuneaton, 25 s. per ton, C. D.

(^o) The rate for hides is 15 s. per ton, C. D.

(^p) The rate for boots and shoes in hampers, is 25 s. per ton, C. D.

(^q) This rate is for any quantity. It includes collection from the premises of Messrs. Phillips, in Northampton.

(^r) The rate for lime, in quantities of not less than four tons, is 6 s., S. S., per ton.

(^s) The rate for loose lump sugar, is 21 s. 8 d. per ton, at owner's risk.

(^t) The rate for sugar in casks, is 20 s. per ton.

(^u) The rate for ready-made clothing, is 32 s. 6 d. per ton.

(^v) In quantities of not less than two tons.

**COMPARISON between the MAXIMUM CHARGES allowed by the London and North Western
the TOTAL CHARGES made by the Company for the Carriage of**

| Dis- tance in Miles from London (Camden Station). | STATIONS. | Mineral Class (except Packed Manure). | | | | | Special | | | |
|--|-----------------------|---|------------------------------------|------------------------------------|-------------------------|-------------------------|--|--|---|---|
| | | Dung, all Sorts of Manures, Lime, Stone for Building and Paving, Slates, Bricks, Sand, Iron Ore. | Charge per Company's Rate | Charge per Company's Rate | Difference between | | Iron (not damage- able). | Grain, Corn, Flour, Anvils, Chains. | Charge per Com- pany's Rate | Charge for Grain per lowest Rate |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | Charge per Maximum Rate in Company's Act. | Book for Mineral Class. | Book for Packed Manure. | Cols. 1 and 2. | Cols. 1 and 3. | Charge per Maximum Rate in Company's Act. | Charge per Maximum Rate in Company's Act. | Book for Special Class. | Company's Rate Book. |
| | | Col. 1. | Col. 2. | Col. 3. | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. |
| | | s. d. | s. s. | s. s. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. |
| 11 | Harrow - - - | 1 4½ | (a) 3 10 | 3 4 | 2 5½ | 1 11½ | 1 2 | 2 3½ | 5 - | 3 4 |
| 17 | Watford - - - | 1 10½ | (a) 4 4 | 5 - | 2 5½ | 3 1½ | 1 9 | 3 6½ | 5 - | 3 6 |
| 23 | Boxmoor - - - | 2 2 | (a) 4 2 | 3 9 | 2 - | 1 7 | 2 5 | 4 9½ | 5 10 | 4 6 |
| 31 | Tring - - - | 2 11 | (a) - | 4 2 | - | 1 3 | 3 3 | 6 5½ | 6 8 | 5 - |
| 39 | Leighton - - - | 3 8 | (a) 4 2 | 5 - | - 6 | 1 4 | 4 1 | 8 1½ | 6 8 | 5 - |
| 47 | Fenny Stratford - - - | 4 5 | (a) - | 7 6 | - | 3 1 | 4 11 | 9 9½ | 7 6 | 5 5 |
| 51 | Wolverton - - - | 4 9½ | (a) - | 7 6 | - | 2 8½ | 5 1 | 10 2½ | 7 6 | 5 10 |
| 66 | Northampton - - - | 6 2 | (a) 7 1 | 9 2 | - 11 | 3 - | 5 6 | 11 - | 10 10 | 7 6 |
| 69 | Weedon - - - | 6 5½ | (a) - | 9 4 | - | 2 10½ | 5 9 | 11 6 | 9 4 | 8 - |
| 74 | Crick - - - | 6 11 | (a) 8 4 | 10 - | 1 5 | 3 1 | 6 2 | 12 4 | 10 - | 8 4 |
| 82 | Rugby - - - | 7 8 | (a) 8 4 | 11 8 | - 8 | 4 - | 6 10 | 13 8 | 11 8 | 10 - |
| 96 | Nuneaton - - - | 9 - | (a) 8 4 | 12 6 | * - 8 | 3 6 | 8 - | 16 - | 13 4 | 10 10 |

(a) The rate for Manure in bulk to Harrow, is 2s., S. S.; to Boxmoor, 3s., S. S.; to Tring, 3s. 4d., S. S.; to Leighton, 3s. 4d., S. S.; to Fenny Stratford, 3s. 6d., S. S.; to Wolverton, 4s., S. S.
The rate for Bricks to Watford, is 3s., S. S.; to Boxmoor, 2s. 9d., S. S.; to Tring, 3s. 9d., S. S.; to Fenny Stratford, 4s. S. S.; to Wolverton, 5s. 5d., S. S.; to Northampton, 4s. 6d., S. S.; to Weedon, 4s., S. S.; to Crick, 5s., S. S.; to Rugby, 5s., S. S.; and to Nuneaton, 6s., S. S.
The rate for Slates to Tring, is 5s., S. S.; to Wolverton, 5s. 10d., S. S.; to Weedon, 7s. 6d., S. S.

| Distance in Miles from London (Camden Station.) | STATIONS. | Third Class. | | | | | Fourth | |
|---|-----------------------|---|---|------------------------------------|-------------------------|-------------------------|---|---|
| | | Manchester Packs, Hardware in Cases, Hides (Green or Market), Foreign (dry and loose), at Company's Risk. | Boots and Shoes in Boxes. | Charge per Company's Rate | Difference between | | Manu- factured Goods, Woollen and Worsted. | Toys, Soft Felt Hats, in Crates. |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | Charge per Maximum Rate in Company's Act. | Charge per Maximum Rate in Company's Act. | Third Class. | Cols. 1 and 3. | Cols. 2 and 3. | Charge per Maximum Rate in Company's Act. | Charge per Maximum Rate in Company's Act. |
| | | Col. 1. | Col. 2. | Col. 3. | | | Col. 1. | Col. 2. |
| | | s. d. | s. d. | C. D. | s. d. | s. d. | s. d. | s. d. |
| 11 | Harrow - - - | 2 3½ | 3 2½ | 12 6 | 9 2½ | 9 3½ | 2 0 | 3 2½ |
| 17 | Watford - - - | 3 6½ | 4 1½ | 13 4 | 9 9½ | 8 4½ | 4 3 | 4 11½ |
| 23 | Boxmoor - - - | 4 9½ | 6 8½ | 16 8 | 11 10½ | 9 11½ | 5 9 | 6 8½ |
| 31 | Tring - - - | 6 5½ | 9 -½ | 17 6 | 11 -½ | 8 5½ | 7 9 | 9 -½ |
| 39 | Leighton - - - | 8 1½ | 11 4½ | 18 4 | 10 2½ | 6 11½ | 9 9 | 11 4½ |
| 47 | Fenny Stratford - - - | 9 9½ | 13 8½ | 18 4 | 8 6½ | 4 7½ | 11 9 | 13 8½ |
| 51 | Wolverton - - - | 10 2½ | 14 3½ | 18 4 | 8 1½ | 4 -½ | 12 3 | 14 3½ |
| 66 | Northampton - - - | 11 - | 16 6 | (a) 25 - | 14 - | 8 6 | 13 9 | 16 6 |
| 69 | Weedon - - - | 11 6 | 17 3 | 22 6 | 11 - | 5 3 | 14 4½ | 17 3 |
| 74 | Crick - - - | 12 4 | 18 6 | 24 2 | 11 10 | 5 8 | 15 5 | 18 6 |
| 82 | Rugby - - - | 13 8 | 20 6 | 30 - | 16 4 | 9 6 | 17 1 | 20 6 |
| 96 | Nuneaton - - - | 16 - | 24 - | (b) 35 - | 19 - | 11 - | 20 - | 24 - |

(a) The rate for Hides to Northampton, is 15s., C. D.

(b) The rate for Calico in bags, at the owner's risk, to Nuneaton, is 22s. 6d., C. D.

(c) The rate for Toys to Leighton, is 18s. 4d., C. D.

Railway Company's Acts for Conveyance (only) of certain ARTICLES mentioned therein, and such ARTICLES between LONDON and the undermentioned STATIONS.

| Class. | | | First Class. | | | | | | Second Class. | | | | | |
|--------------------|--------|-------|---|--|--|--|--------------------|--------|---------------|--|--|---|-----------------------|-------|
| Difference between | | | Iron (damage- ble), Sheet and Hoop Iron, and other Descriptions of Wrought Iron. | Nails, Sugar, (except Lump Sugar loose). | Cotton. | Charge per Com- pany's Rate Book for First Class. Col. 4. | Difference between | | | Vices, Hides, Green or Market, at Owner's Risk. | Wool. | Charge per Com- pany's Rate Book for Second Class. Col. 3. | Difference between | |
| Cols. | Cols. | Cols. | | | | | Cols. | Cols. | Cols. | | | | Cols. | Cols. |
| 1 | 2 | 2 | | | | | 1 | 2 | 3 | | | | 1 | 2 |
| and | and | and | Charge per Maximum Rate in Company's Act. Col. 1. | Charge per Maximum Rate in Com- pany's Act. Col. 2. | Charge per Maximum Rate in Com- pany's Act. Col. 3. | | 4. | 4. | 4. | Charge per Maximum Rate in Com- pany's Act. Col. 1. | Charge per Maximum Rate in Com- pany's Act. Col. 2. | | 3. | 3. |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | C. D. | s. d. | s. d. | s. d. | s. d. | s. d. | C. D. | s. d. | s. d. |
| 1 | 3 10 2 | 8 1 1 | 1 10 | 2 3 1 | 2 9 | (b) 12 6 | 10 8 | 10 2 1 | 9 9 | 2 3 1 | 2 9 | 12 6 | 10 2 1 | 9 9 |
| 2 | 3 3 1 | 5 1 1 | 2 10 | 3 6 1 | 4 3 | 10 10 | 8 - | 7 3 1 | 6 7 | 3 6 1 | 4 3 | 12 6 | 8 1 1 | 8 3 |
| 3 | 3 5 1 | 1 1 1 | 3 10 | 4 9 1 | 5 9 | 13 4 | 9 6 | 8 6 1 | 7 7 | 4 9 1 | 5 9 | (d) 15 - | 10 2 1 | 9 3 |
| 4 | 3 5 - | 2 1 1 | 5 2 | 6 5 1 | 7 9 | 14 2 | 9 - | 7 8 1 | 6 5 | 6 5 1 | 7 9 | 15 10 | 9 4 1 | 8 1 |
| 5 | 2 7 1 | 5 1 1 | 6 6 | 8 1 1 | 9 9 | 15 - | 8 6 | 6 10 1 | 5 3 | 8 1 1 | 9 9 | 16 8 | 8 6 1 | 6 11 |
| 6 | 2 7 2 | 3 1 1 | 7 10 | 9 9 1 | 11 9 | 15 - | 7 2 | 5 2 1 | 3 3 | 9 9 1 | 11 9 | 16 8 | 6 10 1 | 4 11 |
| 7 | 2 5 2 | 8 1 1 | 8 2 | 10 2 | 12 3 | 14 2 | 6 - | 3 11 1 | 1 11 | 10 2 1 | 12 3 | 16 8 | 6 5 1 | 4 5 |
| 8 | 5 4 - | 2 3 6 | 8 3 | 11 - | 13 9 | (c) 18 4 | 10 1 | 7 4 | 4 7 | 11 - | 13 9 | 20 - | 9 - | 6 3 |
| 9 | 3 7 2 | 2 3 6 | 8 7 1 | 11 6 | 14 4 1 | 17 6 | 8 10 1 | 6 - | 3 1 1 | 11 6 | 14 4 1 | 20 - | 8 6 5 | 7 1 |
| 10 | 3 10 2 | 4 4 - | 9 3 | 12 4 | 15 5 | 18 4 | 9 1 | 6 - | 2 11 | 12 4 | 15 5 | 20 10 | 8 6 5 | 5 5 |
| 11 | 4 10 2 | - 3 8 | 10 3 | 13 8 | 17 1 | 20 - | 9 9 | 6 4 | 2 11 | 13 8 | 17 1 | 23 4 | 9 8 | 6 3 |
| 12 | 5 4 2 | 8 5 2 | 12 - | 16 - | 20 - | (c) 22 6 | 10 6 | 6 6 | 2 6 | 16 - | 20 - | 26 8 | 10 8 | 6 8 |

(b) The rate for Corrugated Iron to Harrow, is 10 s., C. D.

(c) The rate for Sugar to Northampton, is 10 s. 10 d., S. S., in quantities of not less than two tons, at the owner's risk.
The rate for Sugar to Nuneaton, is 20 s., C. D.

(d) The rate for Hides, green, to Boxmoor, is 11 s. 8 d., C. D.

* In these cases the Company's charges are less than the maximum rates authorised.

| Class. | | | | Fifth Class. | | | | Furniture. | | | | | | |
|---|-----------------------------|-----------------------------|--|--|--|--|---|---|-------------------------|-------------------------|-------|--------|--|--|
| Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between | | Feathers, Boots and Shoes in Hampers and Parcels, Hats, except Soft Felt. Charge per Maximum Rate in Company's Act. Col. 1. | Charge per Company's Rate Book for Fifth Class. Col. 2. | Difference between Cols. 1 and 2. | Charge per Maximum Rate in Company's Act. Col. 1. | Charge per Company's Rate Book for | | | Difference between | | | | |
| | Cols. 1 and 3. | Cols. 2 and 3. | | | | | Fourth Class, at Owner's Risk. Col. 2. | Fifth Class, 20 per cent. additional. Col. 4. | Cols. 1 and 2. | Cols. 1 and 4. | | | | |
| | | | | | | | | | | | | | | |
| | C. D. | s. d. | s. d. | s. d. | C. D. | s. d. | s. s. | s. s. | C. D. | s. d. | s. d. | | | |
| 1 | 16 8 | 13 11 | 13 5½ | 3 2½ | 20 - | 16 9½ | 3 2½ | 16 8 | 20 - | 24 - | 13 5½ | 20 9½ | | |
| 2 | 14 2 | 9 11 | 9 2½ | 4 11½ | 16 8 | 11 8½ | 4 11½ | 14 2 | 16 8 | 20 - | 9 2½ | 15 -½ | | |
| 3 | 18 4 | 12 7 | 11 7½ | 6 8½ | 25 - | 18 3½ | 6 8½ | 18 4 | 25 - | 30 - | 11 7½ | 23 3½ | | |
| 4 | 18 4 | 10 7 | 9 3½ | 9 -½ | 25 - | 15 11½ | 9 -½ | 18 4 | 25 - | 30 - | 9 3½ | 20 11½ | | |
| 5 | (c) 21 8 | 11 11 | 10 3½ | 11 4½ | 26 8 | 15 3½ | 11 4½ | 21 8 | 26 8 | 32 - | 10 3½ | 20 7½ | | |
| 6 | 22 6 | 10 9 | 8 9½ | 13 8½ | 30 - | 16 3½ | 13 8½ | 22 6 | 30 - | 36 - | 8 9½ | 22 3½ | | |
| 7 | 25 - | 12 9 | 10 8½ | 14 3½ | 30 - | 15 8½ | 14 3½ | 25 - | 30 - | 36 - | 10 8½ | 21 8½ | | |
| 8 | 27 6 | 13 9 | 11 - | 16 0 | (e) 35 - | 18 0 | 16 0 | 27 6 | 35 - | 42 - | 11 - | 25 6 | | |
| 9 | 30 - | 15 7½ | 12 9 | 17 3 | 40 - | 22 9 | 17 3 | 30 - | 40 - | 48 - | 12 9 | 30 9 | | |
| 10 | 33 4 | 17 11 | 14 10 | 18 6 | 40 - | 21 6 | 18 6 | 33 4 | 40 - | 48 - | 14 10 | 29 6 | | |
| 11 | 35 - | 17 11 | 14 6 | 20 6 | 45 - | 24 6 | 20 6 | 35 - | 45 - | 54 - | 14 6 | 33 6 | | |
| 12 | (d) 40 - | 20 - | 16 - | 24 - | 55 - | 31 - | 24 - | 40 - | 55 - | 66 - | 16 - | 42 - | | |

(d) The rate for Ready-made Clothing to Nuneaton, is 32 s. 6 d., C. D.

(e) The rate for Boots and Shoes in hampers, to Northampton, is 25 s., C. D.

STATEMENT showing the CLASS RATES Charged by the London and North Western STATIONS, and also the EXCEPTIONAL

| Distance in Miles from Chester. | STATIONS. | Class Rates per Ton. | | | | | | | Exceptional Rates per Ton. - | | | | | |
|---------------------------------|-------------------|--|---|----------------------------------|--------|-----------------------|--------|--------|--|--|--|--|-------|----|
| | | Mineral Class. | Special Class. | First | Second | Third | Fourth | Fifth | Grain. | Iron. | | | | |
| | | — | — | Class. | Class. | Class. | Class. | Class. | — In | Class B. | Class A. | Pig. | | |
| | | In Quantities of not less than 4 Tons. | In Quantities of not less than 2 Tons. | In Quantities exceeding 500 lbs. | | | | | Quantities of not less than 2 Tons. | In Quantities of not less than 2 Tons. | In Quantities of not less than 2 Tons. | In Quantities of not less than 4 Tons. | | |
| | | s. s. | s. s. | C. D. | C. D. | C. D. | C. D. | C. D. | s. s. | s. s. | s. s. | s. s. | | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 14 | Runcorn - N. C. | (^a) 5 - | 6 8 | 8 4 | 10 10 | 15 - | 20 - | 30 - | 5 - | 5 - | - | - | - | 1 |
| 15 | Birkenhead - C. | (^b) 2 6 | 5 - | 6 8 | 9 2 | 13 4 | 18 4 | 28 4 | - | - | - | - | - | 2 |
| 20 | Whitchurch - C. | - | 8 6 | 11 8 | 13 4 | 16 8 | 22 6 | 30 - | 6 8 | - | - | - | - | 3 |
| 37 | Liverpool ** - C. | (^c) 5 - | 6 8 | 8 4 | 10 10 | 15 - | 20 - | 30 - | { 4 6 Carted, in Chester, 5s. 6d. } | | - | 5 10 | - | 4 |
| 38 | Manchester - C. | 5 5 | 8 4 | 13 4 | 15 10 | 18 4 | 21 8 | 30 - | (^e) 7 6 | - | 7 6 | - | - | 5 |
| 39 | Shrewsbury - C. | - | 10 - | 15 - | 17 6 | 20 - | 25 - | 40 - | { (^e) 9 2 8 4 } | | - | - | 5 10 | 6 |
| 46 | Stafford - N. C. | - | 10 - | 14 2 | 17 6 | 22 6 | 30 - | 37 6 | - | - | - | - | - | 7 |
| 55 | Sidchley - - C. | - | 11 8 | 15 10 | 18 4 | 22 6 | 30 - | 40 - | 10 - | 12 6 | 9 2 | 6 8 | - | 8 |
| 68 | Dudley * - - C. | 8 4 | { 14 2 C. at Dudley. } | 16 8 | 20 - | (^b) 23 4 | 40 - | 50 - | { 12 6 C. D. } | 13 - † 13 6 | 10 6 † 11 - | 9 6 † 10 - | - | 9 |
| 75 | Birmingham * C. | 8 4 | { 14 2 C. or D. in Bir- mingham. } | 17 6 | 20 10 | (^m) 24 2 | 40 - | 50 - | { 12 6 C. D. } | 14 - | 11 6 | 10 6 | - | 10 |
| 78 | Bradford - - C. | 8 4 | 12 6 | 21 8 | 25 - | 28 4 | 36 8 | 45 - | - | - | - | 8 - | - | 11 |
| 80 | Leeds - - - C. | 8 4 | 12 6 | 21 8 | 25 - | 28 4 | 36 8 | 45 - | 10 10 | 13 4 | 10 10 | 8 - | - | 12 |
| 85 | Holyhead - N. C. | (ⁿ) - | - | 12 6 | 16 8 | 22 6 | 35 - | 47 6 | 9 2 | - | 9 2 | - | - | 13 |
| 97 | Rugby - - - C. | - | 15 10 | 22 6 | 27 6 | 32 6 | 45 - | 55 - | 14 2 | - | - | - | - | 14 |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

(^a) The rate for bricks in quantities of not less than four tons, is 3 s. 4 d., S. S., per ton.

(^b) The rate for stable manure in quantities of not less than four tons, is 1 s. 8 d., S. S., per ton.

(^c) The rate for packed cement in quantities of two tons only, is 4 s. 2 d., S. S., per ton.

(^d) The rate for round timber, not exceeding one waggon in length, is 4 s. 8 d., S. S., per ton.

(^e) The rate for bricks in quantities of not less than four tons, is 4 s., S. S., per ton.

(^f) Collected at Chester only.

Railway Company for the Carriage of GOODS between CHESTER and the undermentioned
RATES Charged for certain ARTICLES.

| - - - - - Exceptional Rates per Ton. | | | | | | | | | Milk by Passenger Train, per Gallon. ‡ | Cattle and Sheep Rates. | | |
|--------------------------------------|---------------------|---|------------------------------------|---------------------|---------------------|-------------------------|---|------------------|--|--|---|--|
| Sheet, Red, and White Lead. | Slates. | Packed Manure. | Round Timber (ex Labour). | Packed Cement. | Chemical Refuse. | Tanning Materials. | Wool. | | | Small Trucks. — Per Truck. | Medium Trucks. — Per Truck. | Large Trucks. — Per Truck. |
| | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | s. s. — d. | | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. |
| 1 | - | - | 5 10 | 8 4 | 5 - | - | { Spent bark at owner's risk, 2s. 6d. } | - | 1 | 11 - | 12 9 | 14 6 |
| 2 | 5 - C. D. } | - | - | - | (e) 3 4 | 3 | - | - | 1 | 8 6 | 9 9 | 11 - |
| 3 | - | 5 10 | 7 6 | (d) 7 2 | - | - | { Spent bark, 4s. 2d. } | - | 1 | 11 - | 12 9 | 14 6 |
| 4 | 6 8 { | 6 8 Collected in Ches- ter only. } | 5 10 | - | 5 10 | 5 - | (f) 7 6 | - | 1 | 11 - | 12 6 | 14 - |
| 5 | 9 2 C. D. } | 5 - | - | 10 10 | - | - | - | - | 1½ | 19 - | 22 - | 25 - |
| 6 | 9 2 C. D. } | 5 10 | 8 4 | 11 8 | - | - | { Spent bark, 5s. } | - | 1½ | 22 - | 25 6 | 29 - |
| 7 | 10 10 C. D. } | 7 10 | - | - | - | - | - | - | 1½ | 23 - | 26 9 | 30 6 |
| 8 | 11 8 C. D. } | 7 6 | - | 15 - | - | - | - | - | 1½ | 29 3 | 33 - | 39 3 |
| 9 | 12 6 C. D. } | - | 12 - | - | 12 6 { | Soda ash, 11s. 8d. } | (i) 14 2 | - | 1 | 33 3 | 37 3 | 44 3 |
| 10 | 12 6 C. D. } | - | 13 - | - | 12 6 { | Soda ash, 12s. 6d. } | - | - | 1½ | 36 - | 40 6 | 48 3 |
| 11 | 16 8 C. D. } | - | - | - | - | - | - | 22 6 | 1½ | 38 - | 42 9 | 50 9 |
| 12 | 16 8 C. D. } | - | - | - | - | - | - | 22 6 | 1½ | 38 6 | 43 3 | 51 6 |
| 13 | - | - | - | - | - | - | - | - | 1½ | - | - | - |
| 14 | 19 2 C. D. } | 10 10 | - | - | (p) 9 2 | - | - | - | 1½ | 47 6 | 53 6 | 63 9 |

(e) In quantities of not less than four tons.

(d) The rate for hardware, packed for shipment only, is 20 s., S. S., per ton, at owner's risk.

(f) Delivered at Dudley.

(g) The rate for hardware, packed for shipment only, is 20 s. 10 d., S. S., per ton, at owner's risk.

(h) The rate for bricks in quantities of not less than four tons, is 6 s. 8 d., S. S., per ton.

(i) The rate for packed cement in two ton lots, is 12 s. 6 d., S. S., per ton.

* There is no charge for collection or delivery from or to the works on the canal banks for the S. S. rates at Dudley and Birmingham.

† These rates vary according to the distance of the works from or to which the goods are collected or delivered at Dudley.

‡ The rates for milk are not in the rate books sent to the Board of Trade, but have been supplied by the Company.

** The class rates, 1st to 5th, to Liverpool do not include delivery at that place.

COMPARISON between the MAXIMUM CHARGES allowed by the London and North Western
TOTAL CHARGES made by the Company for the Carriage of such

| Distance in Miles from Chester. | STATIONS. | Mineral Class (except Packed Manure). | | | | | | Special | | | |
|---|------------------|--|-----------|-----------|------------|---------|--------------------------------|---|--|--|----|
| | | Dung, all Sorts of Manures, Lime, Stone for Building and Paving, Slates, Bricks, Sand, Iron Ore. | Charge | Charge | Difference | | Iron (not da- mageable). | Grain, Corn, Flour, Anvils, Chains. | Charge per Com- pany's Rate Book for Special Class. | Charge for Grain, per lowest Rate in Com- pany's Rate Book. | |
| | | | per | per | between | | | | | | |
| | | | Company's | Company's | | | | | | | |
| | | | Rate | Rate | Cols. | Cols. | | | | | |
| Book for | Book for | 1 | 1 | Charge | Charge | | | | | | |
| Mineral | Packed | and | and | per | per | | | | | | |
| Class. | Manure. | 2. | 3. | Maximum | Maximum | | | | | | |
| Col. 1. | Col. 2. | Col. 3. | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | | | |
| | | s. s. | s. s. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. | | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | |
| 14 | Runcorn - - - | 1 3½ | (a) 5 - | 5 10 | 3 8½ | 4 6½ | 1 3 | 2 11 | (d) 6 8 | 5 - | 1 |
| 15 | Birkenhead - - | 1 3 | (b) 2 6 | 5 - | 1 3 | 3 9 | 1 3 | 3 1½ | 5 - | - | 2 |
| 20 | Whitchurch - - | 1 10½ | (c) - | 7 6 | - | 5 7½ | 2 1 | 4 2 | 8 6 | 6 8 | 3 |
| 37 | Liverpool - - - | 3 4 | (a) 5 - | 5 10 | 1 8 | 2 6 | 3 7½ | 7 8½ | (d) 6 8 | 4 6 | 4 |
| 38 | Manchester - - - | 4 -½ | (c) 5 5 | 8 4 | 1 4½ | 4 3½ | 4 -½ | 8 3½ | (d) 8 4 | 7 6 | 5 |
| 39 | Shrewsbury - - | 3 8 | (c) - | 8 4 | - | 4 8 | 4 1 | 8 1½ | 10 - | 8 4 | 6 |
| 46 | Stafford - - - | 4 4 | (c) - | 10 - | - | 5 8 | 4 9½ | 9 7 | 10 - | - | 7 |
| 55 | Stirchley - - - | 5 5½ | (c) - | 11 8 | - | 6 2½ | 5 1 | 10 2½ | (d) 11 8 | 10 - | 8 |
| 68 | Dudley - - - | 6 8 | 8 4 | 12 - | 1 8 | 5 4 | 6 -½ | 12 1 | (d) 14 2 | 12 Gc.D. | 9 |
| 75 | Birmingham - - | 7 -½ | 8 4 | 13 - | 1 3½ | 5 11½ | 6 3 | 12 6 | (d) 14 2 | 12 Gc.D. | 10 |
| 78 | Bradford - - - | 8 - | 8 4 | 12 6 | - 4 | 4 6 | 7 7 | 14 11½ | 12 6 | - | 11 |
| 80 | Leeds - - - | 8 -½ | 8 4 | 12 6 | - 3½ | 4 5½ | 7 7 | 15 3½ | (d) 12 6 | 10 10 | 12 |
| 85 | Holyhead - - - | 10 7½ | (a) - | - | - | - | 14 2 | 17 8½ | (c) - | 9 2 | 13 |
| 97 | Rugby - - - | 9 1 | (c) - | 15 10 | - | 6 9 | 8 1 | 16 2 | 15 10 | 14 2 | 14 |

(a) The rate for Bricks to Runcorn, is 3 s. 4 d., S. S.; to Liverpool, 4 s., S. S.; and to Holyhead, 6 s. 8 d., S. S.

(b) The rate for Stable Manure, is 1 s. 8 d., S. S.

(c) The rate for Slates to Whitchurch, is 5 s. 10 d., S. S.; to Manchester, 5 s., S. S.; to Shrewsbury, 5 s. 10 d., S. S.; to Stafford, 7 s. 10 d., S. S.; to Stirchley, 7 s. 6 d., S. S.; and to Rugby, 10 s. 10 d., S. S.

(d) The rate for undamageable Iron to Runcorn, is 5 s., S. S.; to Liverpool, 5 s. 10 d., S. S.; to Manchester, 7 s. 0 d., S. S.; to Stirchley, 9 s. 2 d., S. S.; to Dudley, 11 s.; to Leeds, 10 s. 10 d., S. S.; to Holyhead, 9 s. 2 d., S. S., and to Birmingham, 11 s. 6 d., S. S.

| Distance in Miles from Chester. | STATIONS. | Third Class. | | | | | Fourth | | | | |
|---|---|--|---------------------------------------|--|---|---|--|--|---------|---------|---------|
| | | Manchester Packs, Hardware in Cases, Hides (Green or Market), Foreign (Dry and Loose), at Company's Risk. | Boots and Shoes in Boxes. | Charge per Company's Rate Book for Third Class. | Difference between | | Manu- factured Goods (Woollen and Worsted). | Toys, Soft Felt Hats in Crates. | | | |
| | | | | | Col. 1. | Col. 2. | | | Col. 3. | | |
| | | | | | | | | | | Col. 1. | Col. 2. |
| | | | | | | | | | | | |
| Charge per Maximum Rate in Company's Act. Col. 1. | Charge per Maximum Rate in Company's Act. Col. 2. | Charge per Maximum Rate in Company's Act. Col. 3. | Col. 1. | Col. 2. | Charge per Maximum Rate in Company's Act. Col. 1. | Charge per Maximum Rate in Company's Act. Col. 2. | | | | | |
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(a) The charge for hides to Manchester, is 9 s.; to Stirchley, is 10 s. 10½ d.; to Dudley, is 12 d. 1 d.; to Bradford, is 15 s. 4½ d.; to Leeds, is 15 s. 4½ d.; to Holyhead, is 17 s. 8½ d.

* In these cases the Company's charges are less than the maximum rates authorised.

Railway Company's Acts for Conveyance (only) of certain ARTICLES mentioned therein, and the ARTICLES between CHESTER and the undermentioned STATIONS.

| Class. | | | | First Class. | | | | | | | Second Class. | | | | | | |
|--------------------|----------------|----------------|---|--|--|---|--------------------|----------------|----------------|--|--|--|-----------------------|----------------|----------------|----------------|----------------|
| Difference between | | | Iron (damage- able), Sheet and Hoop Iron, and other Descriptions of Wrought Iron. | Nails, Sugar (except Lump Sugar loose). | Cotton. | Charge per Com- pany's Rate Book for First Class. | Difference between | | | Vices, Hides (Green or Market) at Owner's Risk. | Wool. | Charge per Com- pany's Rate Book for Second Class. | Difference between | | | | |
| Cols. | Cols. | Cols. | | | | | Cols. | Cols. | Cols. | | | | Cols. | Cols. | Cols. | | |
| 1 and 3. | 2 and 3. | 2 and 4. | | | | | 1 and 4. | 2 and 4. | 3 and 4. | | | | 1 and 3. | 2 and 3. | 2 and 4. | 1 and 3. | 2 and 3. |
| | | | Charge per Maximum Rate in Com- pany's Act. Col. 1. | Charge per Maximum Rate in Com- pany's Act. Col. 2. | Charge per Maximum Rate in Com- pany's Act. Col. 3. | Col. 4. | | | | Charge per Maximum Rate in Com- pany's Act. Col. 1. | Charge per Maximum Rate in Com- pany's Act. Col. 2. | Col. 3. | | | | | |
| | | | c. d. | | | | | | | | | | | c. d. | | | |
| 1 | 5 5 | 3 9 | 2 1 | 1 5 | 2 11 | 3 6 | 8 4 | 6 11 | 5 5 | 4 10 | 2 11 | 3 6 | 10 10 | 7 11 | 7 4 | | |
| 2 | 3 9 | 1 10½ | - | 1 3 | 3 1½ | 3 9 | 6 8 | 5 5 | 3 6½ | 2 11 | 3 1½ | 3 9 | 9 2 | 6 ½ | 5 5 | | |
| 3 | 6 5 | 4 4 | 2 6 | 3 4 | 4 2 | 5 - | 11 8 | 8 4 | 7 6 | 6 8 | 4 2 | 5 - | 13 4 | 9 2 | 8 4 | | |
| 4 | 3 - | *1 - | *3 2½ | 5 3 | 7 8½ | 9 3 | 8 4 | 3 1 | - 7½ | *11 - | 7 8½ | 9 3 | 10 10 | 3 1½ | 1 7 | | |
| 5 | 4 3½ | - - | *- 0½ | 4 -½ | 8 3½ | 0 4½ | 13 4 | 9 3½ | 5 -½ | 3 11½ | 8 3½ | 9 4½ | 15 10 | 7 6½ | 6 5½ | | |
| 6 | 5 11 | 1 10½ | - 2½ | 6 6 | 8 1½ | 9 9 | 15 - | 8 6 | 6 10½ | 5 3 | 8 1½ | 9 9 | 17 6 | 9 4½ | 7 9 | | |
| 7 | 5 2½ | - 5 - | - | 7 8 | 9 7 | 11 6 | 14 2 | 6 6 | 4 7 | 2 8 | 9 7 | 11 6 | 17 6 | 7 11 | 6 - | | |
| 8 | 6 7 | 1 5½ | *- 2½ | 8 2 | 10 2½ | 12 8½ | (*) 15 10 | 7 8 | 5 7½ | 3 1½ | 10 2½ | 12 8½ | 18 4 | 8 1½ | 5 7½ | | |
| 9 | 8 1½ | 2 1 - | - 5 | 8 10 | 12 1 | 15 3½ | (*) 16 8 | 7 10 | 4 7 | 1 4½ | 12 1 | 15 3½ | 20 - | 7 11 | 4 8½ | | |
| 10 | 7 11 | 1 8 - | - | 9 4½ | 12 6 | 15 7½ | (*) 17 6 | 8 1½ | 5 - | 1 10½ | 12 6 | 15 7½ | 20 10 | 8 4 | 5 2½ | | |
| 11 | 4 11 | *2 5½ | - | 9 4½ | 15 4½ | 18 2½ | 21 8 | 12 3½ | 6 3½ | 3 5½ | 15 4½ | 18 2½ | (*) 25 - | 9 7½ | 6 9½ | | |
| 12 | 4 11 | *2 9½ | *4 5½ | 9 4½ | 15 4½ | 18 3 | (*) 21 8 | 12 3½ | 6 3½ | 3 5 | 15 4½ | 18 3 | (*) 25 - | 9 7½ | 6 9 | | |
| 13 | - | - | *8 6½ | 14 2 | 17 8½ | 24 9 | 12 6 | *1 8 | *5 2½ | *12 3½ | 17 8½ | 24 9½ | 16 8 | *1 - | *8 1½ | | |
| 14 | 7 9 | *- 4 | *2 - | 12 1½ | 16 2 | 20 2½ | 22 6 | 10 4½ | 6 4 | 2 3½ | 16 2 | 20 2½ | 27 6 | 11 4 | 7 3½ | | |

(*) The rate for damageable Iron to Stirlchley, is 12s. 6d. S. S.; to Dudley, 13s. 6d.; to Birmingham, 14s., and to Leeds, 13s. 4d., S. S.

(f) The rate for Nails to Dudley and Birmingham, is 15s. 10d.

(g) The rate for Wool to Bradford and Leeds, is 22s. 6d., C. D.

* In these cases the Company's charges are less than the maximum rates authorised.

| Class. | | | | Fifth Class. | | | | Furniture. | | | | | |
|--|--------------------|----------------|---|---|--|--|---|--------------------------------|--|--------------------|-------|--------|--|
| Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between | | Feathers, Boots and Shoes in Hampers and Parcels, and Hats, except Soft Felt. Col. 1. | Charge per Company's Rate Book for Fifth Class. Col. 2. | Difference between Cols. 1 and 2. | Charge per Company's Maximum Rate in Company's Act. Col. 1. | Charge per Company's Rate Book for | | | Difference between | | | |
| | | | | | | | Fourth Class, at Owner's Risk. Col. 2. | Fifth Class. Col. 3. | Fifth Class with 20% additional. Col. 4. | | | | |
| | Cols. | Cols. | | Cols. | Cols. | | | | | | | | |
| | 1 and 3. | 2 and 3. | | 1 and 2. | 1. and 4. | | | | | | | | |
| | C. D. | s. d. | s. d. | s. d. | C. D. | s. d. | s. s. | s. s. | C. D. | s. d. | s. d. | | |
| 1 | 20 — | 16 6 | 16 4½ | 3 7½ | 30 — | 26 4½ | 3 7½ | 20 — | 30 — | 36 — | 16 4½ | 32 4½ | |
| 2 | 18 4 | 14 7 | 14 7 | 3 9 | 28 4 | 24 7 | 3 9 | 18 4 | 28 4 | 34 — | 14 7 | 30 3 | |
| 3 | 22 6 | 17 6 | 16 8 | 5 10 | 30 — | 24 2 | 5 10 | 22 6 | 30 — | 36 — | 16 8 | 30 2 | |
| 4 | 20 — | 10 9 | 9 8 | 10 4 | 30 — | 19 8 | 10 4 | 20 — | 30 — | 36 — | 9 8 | 25 8 | |
| 5 | 21 8 | 12 3½ | 12 4 | 9 4 | 30 — | 20 8 | 9 4 | 21 8 | 30 — | 36 — | 12 4 | 26 8 | |
| 6 | 25 — | 15 3 | 13 7½ | 11 4½ | 40 — | 28 7½ | 11 4½ | 25 — | 40 — | 48 — | 13 7½ | 36 7½ | |
| 7 | 30 — | 18 6 | 16 7 | 13 5 | 37 6 | 24 1 | 13 5 | 30 — | 37 6 | 45 — | 16 7 | 31 7 | |
| 8 | 30 — | 17 3½ | 15 5 | 14 7 | 40 — | 25 5 | 14 7 | 30 — | 40 — | 48 — | 15 5 | 33 5 | |
| 9 | 40 — | 24 4½ | 22 3 | 17 9 | 50 — | 32 3 | 17 9 | 40 — | 50 — | 60 — | 22 3 | 42 3 | |
| 10 | 40 — | 23 11½ | 21 3 | 18 9 | 50 — | 31 3 | 18 9 | 40 — | 50 — | 60 — | 21 3 | 41 3 | |
| 11 | 36 8 | 18 5½ | 16 8½ | 19 11½ | 45 — | 25 — | 19 11½ | 36 8 | 45 — | 54 — | 16 8½ | 34 —½ | |
| 12 | 36 8 | 18 5 | 16 7½ | 20 —½ | 45 — | 24 11½ | 20 —½ | 36 8 | 45 — | 54 — | 16 7½ | 33 11½ | |
| 13 | 35 — | 10 2½ | 10 2½ | 24 9½ | 47 6 | 22 8½ | 24 9½ | 35 — | 47 6 | 57 — | 10 2½ | 32 2½ | |
| 14 | 45 — | 24 9½ | 20 9 | 24 3 | 55 — | 30 9 | 24 3 | 45 — | 55 — | 66 — | 20 9 | 41 9 | |

(b) The Company's charge for foreign hides, dry and loose, is 11s. 8d., including collection in Chester; in bales, is 7s. 6d., including collection in Chester.

COAL RATES.

STATEMENT showing the DISTANCES between certain COLLIERY SIDINGS and CHESTER STATION, and the CHARGES made by the London and North Western Railway Company for the Conveyance of COAL between them in the Colliery Owners' Waggon.

| S I D I N G S. | Distance in Miles to Chester. | Full Loads Carried in Owners' Waggon, per Ton. |
|-----------------------------------|-------------------------------------|--|
| | | s. s. — s. d. |
| Anglesea Siding - | 69 | 3 4 |
| Ryders Hayls Siding - | 67 | 3 4 |
| East Cannock - | 61 | 3 4 |
| Coed Talon - | 13 | 1 4 |
| Hazelwood (Mold) - | 14 | 1 5 |
| Kirkless Hall (Wigan) - | 31 | 2 6 |

The above rates were not in the rate books sent to the Board of Trade, but were furnished by the Company.

Appendix, No. 19.

PAPER handed in by the *Chairman*.

MEMORIAL of FARMERS, CATTLE DEALERS, and others in *Cumberland* and *Westmorland*, to Parliamentary Committee assembled to inquire into and report upon RAILWAY RATES and TRAFFIC CHARGES.

YOUR Memorialists respectfully submit that charges made by railway companies for transport of cattle, sheep, and other stock, as well as agricultural produce and manures, are extremely and unnecessarily heavy, and constitute a great obstacle to the development of trade, and greatly hinder and impede the business of your Memorialists.

To enable your Honourable Committee to form a judgment on the subject of the complaint of your Memorialists, one out of numberless instances is respectfully submitted. One of the undersigned proceeds from Carlisle to Perth to purchase Scotch sheep, and consigns his purchase to the Caledonian Railway Company for delivery at Carlisle. The company convey them by special train, which cost the company the wages of one driver and assistant driver, and one guard, for about six hours. The wages of these three men, the consumption of fuel during the journey, besides the use of the trucks and the toll upon the permanent way, are all the costs of the journey. It is obvious that a charge of 40 *l.* would have yielded a handsome profit to the company, but their charge, as will be seen on inspecting the enclosed receipt, is no less than 124 *l.* 15 *s.*

This charge is an embargo upon the business, and prevents English graziers from resorting to markets in Scotland. A profit of 6 *d.* per lean sheep is the amount usually charged, but here the charge amounts to more than 1 *s.* 6 *d.* per sheep.

In answer to remonstrance against the excessive rates, the company's traffic manager replies that his company's engagements with the North British Railway Company precludes them from any consideration of the reduction of the rate. The consequence is that an enormously excessive rate is imposed, and the competition, which it was believed by the Legislature would result from the existence of these two companies leading to the establishment of moderate charges, is obviated and rendered inoperative by their illegal combination.

Railway rates have always pressed heavily upon farmers, being excessive and capricious, and never intelligible; shorter distances often charged more than longer ones; a part of a journey often more than the whole, but always exorbitant.

Your Memorialists also deplore and protest against the preferential rates given to foreign cattle, which increase the disadvantages under which your Memorialists already labour.

Your Memorialists respectfully submit that the entire system of rating farm stock, agricultural produce, &c., requires an immediate and rigid revision in the interests of the public.

Signed, on behalf of a large and representative meeting, held 9th May 1881,

A. M. Dougall, Chairman.

Appendix, No. 20.

PAPER handed in by Mr. *Nicholson*, M.P.

MEMORIAL of the Directors of the Nottinghamshire and Midland Merchants and Traders Association.

To the Select Committee appointed to enquire into the Charges of Railway Companies, Canal Companies, &c., for the Carriage of Merchandise, Minerals, Agricultural Produce, Parcels, Passengers, &c. &c.

The Memorial of the Directors of the Nottinghamshire and Midland Merchants and Traders Association,

Sheweth,

THAT this Association consists of nearly 1,000 members carrying on business in the counties of Nottingham, Derby, Leicester, Lincoln, and elsewhere, all of whom are Bankers, Manufacturers, Merchants, or Traders, and therefore largely interested in the promotion of commerce.

That this Association is incorporated and licenced by the Board of Trade. Its subscription and other receipts are over 1,000 £. annually, and its accumulated fund is over 1,100 £.

Your memorialists have received from the members of this Association many complaints with regard to the inequalities of railway rates very materially affecting their financial interests, but the members individually do not desire to appear prominently before your Committee lest they should suffer, owing to any adverse views that railway companies might take with regard to their complaints.

Your memorialists therefore desire most respectfully and strongly to urge upon your Committee that it is exceedingly desirable in the interests of commerce, and of any localities suffering, that this Association, and other like Associations, should be able to appear before, and make general representations to, the Railway Commissioners, with a view to the remedying of any grievance that the members, or the public, may have.

They therefore venture to express the hope that in any recommendation you may make to Parliament, one of such recommendations will be to the effect named.

Signed, on behalf of the said Association,

John Howitt, President.
Henry M. Baines, Vice President.
Rob. Mellors, Secretary.

Head Office, Britannia Chambers, Nottingham,
May 1881.

Appendix, No. 21.

PAPER handed in by the *Chairman*.

LETTER from Mr. *Freir* to the Honourable *Evelyn Ashley*, Chairman, Select Committee on Railway Rates and Fares, House of Commons.

The Ironmonger and Metal Trades' Advertiser,
44A, Cannon-street, London, 25 May 1881.

Sir,

In consequence of the intimation courteously conveyed to me on behalf of the Committee by your Secretary, Mr. Stone, I have now the honour and pleasure of submitting to you a brief summary of the complaints and particulars relative to existing railway rates and charges for the conveyance of goods, which have been forwarded to "The Ironmonger" newspaper by persons and firms who have not felt at liberty to give evidence before the Committee in person.

My statement is made as concise as possible, and is supported by the annexed exact copies of the particulars supplied to the newspaper in question, of which I am the editor. The dates in the margins are those of the issues of the journal in which the information appeared. My own opinions, where given, are expressly stated to be such.

Being convinced that the present charges and policy of the railway companies are greatly hampering and damaging the course and development of our internal trade and business, on 26th February we directed attention to the subject, and earnestly solicited information as to actual rates and payments, as well as authoritative comparisons with legal rates, where such could be made. 26 February 1881.

In "The Ironmonger" of 5th March we published a blank printed form for the guidance and use of those desirous of furnishing information, and again called attention to the matter editorially. In the same issue a considerable amount of information was published as to rates and charges now in force, the particulars being sent by firms at Rickmansworth (Herts), Abingdon (Bucks), and Sheffield. These firms chiefly complained of discriminating and anomalous charges, the mileages being no guide whatever to the actual rates, even in cases where sea freights do not enter into the comparison. A firm at Sheffield showed that for a certain class of steel they are charged 1 l. 11 s. 8 d., or 1½ d. per mile, to Glasgow (278 miles), as against 1 l. 6 s. 8 d., or 2½ d. per mile, to Newcastle-on-Tyne (123½ miles); 15 s., or 3½ d. per mile, to Hull (53½ miles), and 12 s. 6 d., or 4 d. per mile, to Leeds (38½ miles). For the same goods to London they pay 25 s., or 2 d. per mile, for 157 miles, whereas to Woolwich, say eight miles farther, the charge is 2 l. 2 s. 6 d., or 17 s. 6 d. extra for the eight miles. This is in spite of the fact that the Great Northern runs regular trains *vid* Farringdon-street, Ludgate Hill, and Blackfriars Junction, to Woolwich, the Midland having equal material facilities for doing the same. The firm point out that this charge of 2 l. 2 s. 6 d. per ton may be, and is, made on goods worth 20 l. per ton. 5 March 1881

In "The Ironmonger" of 12th March many additional particulars were given by various firms, and it was editorially remarked (with reference to the charges published the preceding week), "Taking Leeds as an example, all kinds of iron, castings, &c. should be charged at the maximum rate of 1½ d. per mile, or assuming that the steel comes within the category of "merchandise, or manufactured goods," at 3 d. per mile, the charge should be 4 s. 4½ d., or 9 s. 9 d. respectively" (instead of 12 s. 6 d.), "such rates being the *maxima* authorised to be made under the powers of the Midland Railway Act of 1844, 7 Vict. c. 18, ss. 198, 199, 200, and 202. 12 March 1881.

The charges made to traders at Dorchester, Tredegar, Lymington (Hants), Chippenham, Lennoxton, Accrington, Sheffield, Chester, Birmingham, Earls Colne (Essex), &c. were detailed, in each case anomalies and confused mileages being complained of.

I would suggest that particular attention be accorded to the statement of a Birmingham firm as to the preference (amounting virtually to a handsome bounty) given to foreign wire manufacturers by our railway companies. Westphalian wire is brought from Rotterdam into buyers' works at Birmingham for 16 s. 8 d. per ton, whereas, exactly the same
0.54. M 2

same class of goods from Birmingham to London is charged 22 s. 6 d. per ton, although in the former case the German wire comes by steamer to London, is placed in barges and taken up the Thames to Brentford, where it is loaded into railway trucks and conveyed thence to Birmingham. In the other case, Birmingham to London, the transit would be direct and without break of bulk. You will, perhaps, permit me to mention, in this connection, that although the export rates for wire, Birmingham to Rotterdam, may be on a par with the import rate just quoted, yet the concession is of no value to our manufacturers, as there is no traffic in that direction, and no market whatever there for our wire.

The same rates and the same remarks have equal application to the importation of Belgium wire from Antwerp, as well as, slightly altered as to the charges, to the import traffic in Belgium and German girders.

In the same issue Messrs. Hunt and Tawell, implement, &c. manufacturers of Earls Colne, Essex, point out that machines sent by them to London (52 miles) are charged 17 s. 1 d., at owner's risk, whereas to Rickmansworth, 21 miles further, per London and North Western Railway, the additional charge is 16 s. 8 d. per ton, owner's risk.

19 March 1881.

In "The Ironmonger" of 19th March, firms at Middlesboro', Mansfield, Accrington, Bury (Lancashire), Watford, and Wolverhampton, forwarded particulars. The Accrington firm worked out the charges made per ton per mile for washing machines at owner's risk, and showed that these varied from 2·54 d. to 9·16 d., carted and delivered to stations north of the Thames, and 3·70 d. to 10 d. to places south of the Thames, station to station. The Mansfield firm chiefly complained that since 1st October 1880 they, and all other foundry firms in the same town, have been subjected to higher rates and an altered classification, under which goods, even in truck-loads, are classified and charged at various rates; these rates they detailed.

26 March 1881.

In the issue of 26th March other particulars were given as to home and foreign charges. The foreign rates were compiled by the British Iron Trade Association, and showed rates vastly below any known in this country. The attention of the Committee is respectfully directed to the appended particulars of the railway rates in force in Belgium, France, Germany, and the United States. It is therein shown that in Belgium pig-iron for export is carried at 0·63 d., and at 0·88 d. for home use. The average rate for manufactured iron, steel, &c. in France is 0·84 d. per ton per mile; in Germany, 0·72 d., and in the United States, 0·70 d. In some cases the French rates for pig-iron are as low as 0·7 d. to 0·9 d. per ton per English mile.

2 April 1881.

In our issue of 2nd April particulars of actual charges were furnished by firms at Brighton, Bo'ness (Scotland), Grantham, Manchester, Sheffield, Tinsley, near Sheffield, Crook (Durham), Fordingbridge, Newport (Mommouth), and in London. Into these I do not propose to enter further than to state that they mostly showed irregularities in mileages, and embodied complaints as to high and anomalous charges, together with peculiar and incomprehensible classifications.

9 April 1881.

"The Ironmonger" of 9th April contained a letter from a body (the Railway Freighters' Protection Society) which analysed some of the charges previously published by us, and deduced cases of overcharges. This letter is appended for the perusal of the Members of the Committee.

16 April 1881.

The issue of 16th April contained a report of a discussion by the Town Council of Sheffield as to the serious effects of heavy railway rates upon the trades of that town; on this head, however, you will have special evidence, which renders comment from me unnecessary.

23 April 1881.

The issue of 23rd of April contained nothing of importance as to these rates.

30 April 1881.

"The Ironmonger" of 30th April contained a report (appended) of a large meeting of traders held at Birmingham on 21st April, but as the statements made are to be substantiated by special witnesses, I do not propose to comment thereon. There was also published in this issue the full and able report of Mr. Consul-General Crowe (Berlin, &c.) as to railway rates in Germany, a document of great interest (appended), originally printed as a portion of one of the ordinary Consular Blue Books of the Foreign Office. This report has been referred to already by several of your witnesses.

7 May 1881.

The impression of 7th May contained details of charges paid by firms at Hull, Aberdare, and Great Bridge (Staffordshire); the last-named charges are particularly anomalous and conflicting.

21 May 1881.

This issue contained a full table of the rates for "Smalls by goods train," as per tonnage rate gradations, in force on the London and North Western Railway. As these rates for small packages have been referred to by several witnesses, they and their relation to the tonnage rates are worthy of examination and comparison.

Bona Fides.

I desire permission to assure the Committee that the whole of the foregoing particulars, as published in "The Ironmonger" of the several dates named is perfectly and absolutely *bonâ fide*, having been sent to me with the signatures of the various firms and persons. I think

think it necessary to lay stress upon this fact in order to convince the Committee of the genuine nature of the information now put before it by myself as a sort of informal proxy for these parties.

Opinions.

Having dealt so far with facts, I now beg to submit to your consideration a brief expression of my own opinions, formed, I may say, with a thorough practical knowledge of railways and railway working. Having this knowledge, the Committee will, perhaps, permit me to say that the classification of goods for railway rates purposes is so intricate and confused as to be utterly unintelligible to the general public, who are also quite unable to check the charges made. The Parliamentary Return made on the motion of Lord Skelmersdale, by order of the House of Lords on 9th August 1877, appears to be the only available means of endeavouring to check the rates, but the companies have so many Acts, applying it may be, to short sections of their now amalgamated lines, that it is entirely hopeless for any outside person to attempt to follow up the investigation successfully, in the absence of specified routes and exact measurements for each section. This being the case it is obvious that allegations of overcharges, i.e., charges in excess of the maxima allowed by these Acts of Parliament, cannot be fully substantiated in a plain and satisfactory manner.

Terminals.

For this reason, and others which will probably suggest themselves, it is extremely desirable that the companies should be required to distinguish between station to station rates, terminals, and other charges, in order that traders, and the public in general, should be enabled to ascertain the particulars of the charges they are called upon to pay. This, I would remind the Committee, is a legal requirement in all other cases, no person being required by law to pay an account until its details have been given, if asked for. I am aware that the railway companies may be requested to distinguish between charges for carriage and terminals, but they do not do so ordinarily, and only comply under pressure, which no customer of theirs cares to apply. The companies do not appear to have Parliamentary powers in all cases to charge for terminal services, nor is there the slightest evidence of their right to charge for terminal services at junctions between the different lines over which a lot of goods may be sent.

Haulage and Truck Hire.

It is understood that the railway companies claim to have the latent, or dormant, power to make charges for the use of engines for the haulage of trains, and to charge for the use of their own trucks and wagons. It is clear, I would submit, that these powers do not exist, seeing that goods could not be moved without locomotives, and especially is this claim void in view of the fact that the companies reserve the exclusive use of their lines for their own purposes, a circumstance which was not duly allowed for when the original Acts were passed. As to trucks and wagons, differential rates are made on certain lines and under certain conditions, where traders use their own wagons or trucks, but I venture to think that the companies have no legal power to charge all their customers for the user of wagons or trucks.

Owner's Risk and Company's Risk (O.R. & C.R.).

The question of "Owner's Risk" and "Company's Risk" is a most important one for the manufacturing and trading community, involving, as it does, the right of the companies to charge two rates for the same class of goods,—or, in many instances, to refuse to carry goods except at owner's risk. It may be the case that even the highest rates (company's risk) are not beyond the legal maxima of the companies, but it is an ascertained and proven fact that the mere existence of these two rates is used by the companies as an excuse to decline claims for damage or loss. The courts have established the rule that even where goods are carried at owner's risk the companies are liable for damage or loss (under the Railway and Canals Traffic Act, 1854), so that it is clear that the higher rate (company's risk) is an exaction which consignors or consignees should not be required to pay, whether within or above the legal station to station rates, especially as such increment is made upon the ordinary charges as a whole, and not exclusively upon the carriage, or station to station, rates proper.

Claims.

I would next respectfully direct the attention of the Committee to the subject of claims for loss, delay, or damage. Some of the companies make it a rule to "fight" every claim, whereby justice is defeated where the sufferer is not persistent or has not means to follow up the unequal struggle. Other companies neglect all claims until legal proceedings are threatened. In all cases the wealth of the companies and their resort to appeals are serious deterrent forces, which enable the companies to inflict heavy losses upon traders and other persons.

Rate Books.

It has been asserted by some of the witnesses who have been before the Committee that the rate and classification books of the railway companies are not open to the inspection of the public, although it has been asserted that they are open to the inspection of customers of the companies. I can state of my own positive knowledge that these books are most strictly guarded, and that they are not open for inspection, in the general sense of the phrase. Large firms, however, have little difficulty in obtaining special quotations for specified goods between stated points. Smaller firms, and ordinary retail traders are treated with much less courtesy and attention, as their traffic is less worthy of cultivation and conservation.

Suggestions.

From my consideration of this very important subject, I arrived at the conclusion that the legal *maxima* rates allowed to the companies are too high, if the companies are still to be allowed to interpret the permissive charges for "loading and unloading" in their own manner; the rate books should be intelligibly compiled, and should be easily accessible to the public; changes should also be publicly notified by newspaper advertisement or otherwise, private and partial notifications as to reductions being calculated to give undue advantages to those thus favoured, over their competitors. Companies possessing canals should be compelled to make their charges for the conveyance of goods thereon at least 50 per cent. less than for railway carriage, and should have these rates fixed by law, with certain provisions as to the length of time to be allowed for canal conveyance between specified points. On every ground it seems desirable that the powers of the Railway Commissioners should be enlarged and made final, the power of appeal now possessed being an effectual bar to the proper administration of justice and fair treatment. It might be wise to increase the number of the Railway Commissioners, or to revise the authority under which they exist and act, so as to give them further legal and practical assistance, but in any case it is imperative that there should be some body or court easy of access to the public, and with plenary powers to check the charges and acts of the railway companies.

Thanking yourself and the members of the Committee for your and their courteous reception hereof,

I have, &c.
(signed) *W. E. Freir*,
Editor of "The Ironmonger."

Appendix, No. 22.

PAPER handed in by Mr. Hickman.

SUGGESTED MAXIMUM RATE for HARDWARE, HOLLOW WARE, and
JAPANNED WARE.

TAKING, as the starting point of the scale, the London and North Western powers of charging 2½ d. per ton per mile above 5 and up to 50 miles, and 2 d. per ton after, with the alteration that the rate drop ½ d. per mile for every 50 miles till the end of journey be done, but never to be less than ½ d. per mile ;

That is—

| | | | | TOTAL. | |
|--------|------------------------------|----|---|--------|---------------------------|
| | | | | s. | d. |
| First | 50 miles at 2½ d. per mile - | 10 | 5 { (terminal 5s., including collection and delivery).* | 15 | 5 |
| Second | 50 „ 2 d. „ - | 8 | 4 „ „ | 23 | 9 = charge for 100 miles. |
| Third | 50 „ 1½ d. „ - | 6 | 3 „ „ | 30 | - = „ 150 „ |
| Fourth | 50 „ 1 d. „ - | 4 | 2 „ „ | 34 | 2 = „ 200 „ |
| Fifth | 50 „ ½ d. „ - | 2 | 1 „ „ | 36 | 3 = „ 250 „ |
| Sixth | 50 „ ½ d. „ - | 2 | 1 „ „ | 38 | 4 = „ 300 „ |

* For export no charge should be made for delivery.

Appendix, No. 23. - - - - -

PAPER handed in by the *Chairman*. - - - - -STATEMENT showing the CLASS RATES Charged by the Great Western
STATIONS, and also the EXCEPTIONAL

| Distance in Miles from London (Paddington). | STATIONS. | Class Rates, per Ton. | | | | | | | | | | |
|--|---------------------|---|---|---------------------|---------------------|---------------------|---------------------|---------------------|--|---|---|----|
| | | Mineral Class. — In Quantities of not less than 4 Tons. | Special Class. — In Quantities of not less than 2 Tons. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | Grain. — In Quantities of not less than 2 Tons. | Hay. — Not less than 30 cwt. per Truck. | Straw. — Not less than 20 cwt. per Truck. | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| In Quantities exceeding 500 lbs. | | | | | | | | | | | | |
| s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | C. D. — s. d. | C. D. — s. d. | C. D. — s. d. | C. D. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | | | |
| 0 | Southall - N. C. | 2 6 | 4 2 | 8 4 | 9 2 | 10 - | 12 6 | 14 2 | 3 4 | 5 - | 5 - | 1 |
| 18 | Slough - N. C. | 3 - | 3 9 | 10 - | 11 8(a) | 14 2(a) | 18 4 | 22 6 | 3 4 | 7 6 | 7 6 | 2 |
| 22 | Taplow - N. C. | 3 5 | 5 10 | 10 10(b) | 12 6 | 15 - | 20 - | 25 - | 4 2 | 8 4 | 8 4 | 3 |
| 36 | Reading - C. | 4 2 | 7 6 (c) | 13 4 | 15 10 | 20 - | 25 - | 35 - | 6 6(d) | 10 - | 12 6(e) | 4 |
| 41 | Pangbourne - N. C. | 5 2 | 7 6 | 15 - | 17 6 | 21 8 | 26 8 | 35 - | 6 8 | 11 8 | 11 8 | 5 |
| 48 | Moulsford - N. C. | 5 9 | 8 4 | 15 10 | 18 4 | 23 4 | 28 4 | 35 - | 7 6 | 12 6 | 12 6 | 6 |
| 63 | Oxford - C. | 7 6 (h) | 9 2 (l) | 16 8 | 20 - | 25 -(m) | 30 - | 35 - | 9 2 | 15 - | 15 - | 7 |
| 86 | Banbury - C. | 8 4 | 11 8 (n) | 20 -(o) | 24 2 | 29 2(p) | 35 - | 42 6 | 10 - | 15 10 | 15 10 | 8 |
| 60 | Wantage-road N. C. | 5 11 | 9 2 | 16 8 | 20 - | 25 - | 30 - | 36 8 | 7 6 | 13 4 | 13 4 | 9 |
| 66 | Uffington - N. C. | 6 6 | 10 10 | 18 4 | 22 6 | 27 6 | 32 6 | 40 - | 8 4 | 13 4 | 13 4 | 10 |
| 77 | Swindon - N. C. | 6 10 | 11 8 (q) | 19 2 | 23 4(r) | 28 4(s) | 33 4 | 41 8 | 9 2 | 14 2 | 14 2 | 11 |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

O. R. signifies that the goods are conveyed at the owner's risk.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

* There is a minimum charge for milk of 7 d. The rates in the table were not in the rate book sent to the Board of Trade, but have been supplied by the Company.

(a) The charge for grocers' and drapers' goods is 10 s., C.D., per ton.

(b) The charge for coarse paper, in quantities of not less than two tons, is 5 s., S.S., per ton, at the owner's risk.

(c) The charge for mangolds and swedes, in quantities of not less than four tons, at the owner's risk, is 4 s. 2 d., S. S. per ton.

(d) The charge for grain, and oil cake, in quantities of not less than 10 tons, is 5 s., S. S., per ton.

Appendix, No. 23.

PAPER handed in by the *Chairman*.

Railway Company for the Carriage of GOODS between LONDON and the undermentioned
 RATES charged for certain ARTICLES.

| Exceptional Rates, per Ton. | | | | | | | | | Milk by Passenger Train Per Gallon. * | Cattle and Sheep Rates. | | |
|-------------------------------------|-------------------------------------|-------------------------------------|----------------------|--------------------------|---------------------------------|-------------------------------------|---|------------|---|-------------------------|------------------|-------|
| Manure. | | Oil Cake. | Round | Bricks. | Cement. | Rags. | Turnip | Small | | Medium | Large | |
| In Bulk. | Packed. | In | Timber. | In Quantities | In Quan- | In | In | Trucks. | | Trucks. | Trucks. | |
| Quantities of not less than 4 Tons. | Quantities of not less than 2 Tons. | Quantities of not less than 2 Tons. | (<i>ex</i> Labour). | of not less than 4 Tons. | titles of not less than 4 Tons. | Quantities of not less than 2 Tons. | Quantities of not less than 2 Tons at Owner's Risk. | Per Truck. | | Per Truck. | Per Truck. | |
| s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | d. | s. d. | s. d. | s. d. |
| 1 | 2 2 | - | 3 4(<i>h</i>) | 6 8 | 4 - per mille | 3 4 | - | - | 1 | 6 - | 7 - | 7 9 |
| 2 | 2 6 | - | - | 7 6 | 5 - „ | - | - | 5 10 | 1 | 9 6 | 11 - | 12 6 |
| 3 | 2 8 | - | - | 10 - | 2 8 | - | 5 - O.R. | 6 8 | 1 | 12 6 | 14 6 | 16 6 |
| 4 | 4 - | 5 -(<i>f</i>) | 6 0(<i>d</i>) | 10 - | - - - | 6 6 O.R. (<i>g</i>) | - | 6 8 | 1 | 4 -(<i>t</i>) | - 9(<i>t</i>) | - |
| 5 | 4 6 | - | - | 13 4 | - - - | - | - | 8 4 | 1 | 22 - | 25 6 | 29 - |
| 6 | 4 10 | - | 7 6(<i>h</i>) | 14 2 | - - - | - | - | 8 4 | 1 | 25 - | 29 -(<i>u</i>) | 33 - |
| 7 | - | - | - | 15 - | 5 6 | 7 6 O.R. | 10 - | - | 1 | 31 3 | 35 3 | 41 9 |
| 8 | - | 10 -(<i>h</i>) | - | 15 10 | 6 8 | - | - | - | 1½ | 4 6(<i>t</i>) | 1 1(<i>t</i>) | - |
| 9 | - | - | - | 15 10 | - - - | - | - | - | 1 | 31 3 | 35 3 | 41 9 |
| 10 | - | - | - | 16 8 | - - - | - | - | - | 1 | - | - | - |
| 11 | - | 9 2 O.R. | - | 17 6 | - - - | - | - | - | 1½ | 38 - | 42 9 | 50 9 |

(e) There is a minimum charge for straw of 15s. per truck.

(f) In quantities of not less than 10 tons.

(g) The charge for cement, in quantities of not less than 10 tons, is 5s. 8s. per ton.

(h) In quantities of not less than four tons.

(k) The charge for pig iron, in quantities of not less than four tons, is 6s. 3d., S. S., per ton.

(l) The charge for undamageable iron, in quantities of not less than two tons, is 8s. 4d., S. S., per ton.

(m) The charge for University Press Paper is 20s., C. D., per ton.

(n) The charge for rags for manure, in quantities of not less than four tons, is 10s., S. S., per ton.

(o) The charge for sugar (except lump), is 18s. 4d., C. D., per ton.

(p) The charge for hops, at the owner's risk, is 25s., C. D., per ton.

(q) The charge for cabbages and mangolds, in quantities of not less than four tons, is 8s. 4d., S. S., per ton.

(r) The charge for condensed milk in tins, packed in boxes, is 22s. 6d., C. D., per ton.

(s) The charge for cheese, at owner's risk, is 25s., C. D., per ton.

(t) These are head rates for beasts and sheep respectively. The minimum charge to Reading is 12s., S. S., per truck; and to Banbury, 21s. 8d., S. S., per truck.

(u) The charge for sheep from Ilsley Fair is 17s. 6d. per truck, narrow gauge.

STATEMENT showing the CLASS RATES Charged by the Great Western Railway Company
EXCEPTIONAL RATES

| Distance in Miles from Bristol. | STATIONS. | Class Rates, per Ton. | | | | | | | Grain. — In Quantities of not less than 2 Tons. | Hay. — Not less than 30 cwt. per Truck. | |
|---------------------------------|-----------------------|---|---|-----------------|------------------|-----------------|------------------|-----------------|--|---|----|
| | | Mineral Class. — In Quantities of not less than 4 Tons. | Special Class. — In Quantities of not less than 2 Tons. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | | | |
| | | | | | | | | | | | |
| | | In Quantities exceeding 500 lbs. | | | | | | | | | |
| | | s. s. | s. s. | C. D. | C. D. | C. D. | C. D. | C. D. | s. s. | s. s. | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 12 | Bath - - - C. | 2 6 | 3 4 | 7 6 (a) | 8 4 (a) | 9 2 | 11 8 | 15 - | 2 6 | - | 1 |
| 24 | Chippenham - N. C. | 3 6 | 5 - | 9 2 | 10 10 | 13 4 | 16 8 | 20 - | 4 2 | 7 6 | 2 |
| 31 | Dauntsey - N. C. | 4 2 | 5 10 | 10 10 | 13 4 | 15 10 | 18 4 | 22 6 | 5 6 | - | 3 |
| 36 | Wootton Bassett N. C. | 4 8 | 6 8 | 12 6 | 15 - | 18 4 | 23 4 | 30 - | 5 10 | 10 10 | 4 |
| 41 | Swindon - - N. C. | 5 2 (c) | 7 6 | 13 4 | 15 10 | 20 - | 25 - | 31 8 | 6 8 | 11 8 | 5 |
| 52 | Uffington - N. C. | 5 11 | 9 2 | 15 - | 17 6 | 22 6 | 27 6 | 35 - | 6 8 | 12 6 | 6 |
| 66 | Didcot - - - N. C. | 6 1 | 10 - | 15 10 | 19 2 | 24 2 | 30 - | 38 4 | 8 4 | 12 6 | 7 |
| 71 | Moulsford - N. C. | 6 5 | 10 10 | 16 8 | 20 10 | 26 8 | 32 6 | 40 - | 8 9 | 12 6 | 8 |
| 82 | Reading - - - C. | 7 3 | 11 8 | 18 4 (d) | 22 6 (d) | 28 4 | 34 2 | 41 8 | 9 2 | 14 2 | 9 |
| 100 | Slough - - - N. C. | 8 7 (e) | 13 4 | 20 - (f) | 25 - | 31 8 | 38 4 | 48 4 | 10 10 (b) | - | 10 |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

* There is a minimum charge for milk of 7 d. The rates in the table were not in the Rate Book sent to the Board of Trade, but have been supplied by the Company.

| Distance in Miles from Bristol. | STATIONS. | Class Rates, per Ton. | | | | | | | | | |
|----------------------------------|------------------|---|---|-----------------|------------------|-----------------|------------------|-----------------|--|---|---|
| | | Mineral Class. — In Quantities of not less than 4 Tons. | Special Class. — In Quantities of not less than 2 Tons. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | Grain. — In Quan- ties of not less than 2 Tons. | Hay. — Not less than 30 cwt. per Truck. | Straw. — Not less than 20 cwt. per Truck. |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| In Quantities exceeding 500 lbs. | | | | | | | | | | | |
| | | s. s. | s. s. | C. D. | C. D. | C. D. | C. D. | C. D. | s. s. | s. s. | s. s. |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 12 | Yalton - N. C. | 1 6 | 2 6 | 10 - | 10 - | 10 - | 11 8 | 13 4 | 2 - | 5 10 | 5 10 |
| 27 | Highbridge C. | 4 2 | 5 10 | 10 10 | 12 6 | 15 -(a) | 18 4 (a) | 22 6 | 3 9 | 9 2 (b) | 9 2 (b) |
| 33 | Bridgwater N. C. | 4 8 | 6 8 (d) | 15 - | 17 6 (e) | 24 2 | 26 8 | 31 8 | 4 3 (f) | 9 2 (b) | 9 2 (b) |
| 45 | Taunton - N. C. | 5 5 | 7 6 | 13 4 (h) | 15 10 | 20 -(k) | 25 -(k) | 30 - | 4 9 | 8 4 | 8 4 |
| 63 | Collumpton N. C. | 6 - | 10 - | 15 10 (n) | 19 2 (o) | 23 4 | 28 4 | 33 4 | 6 8 (p) | 12 6 (b) | 12 6 (b) |
| 76 | Exeter (x) C. | 6 8 | 10 - | 16 8 (r) | 20 -(s) | 25 -(t) | 30 -(u) | 35 - | 6 8 (v) | 13 4 (b) | 13 4 (b) |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

O. R. signifies that the goods are conveyed at the owner's risk.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

* There is a minimum charge for milk of 7 d. The rates in the table were not in the Rate Book sent to the Board of Trade, but have been supplied by the Company.

† These charges are for lean cattle and sheep.

‡ Trucks can be hired for beasts at a charge of 50 s. per truck.

(a) The charge for drapery is 10 s., C. D., per ton.

(b) The charge for hay and straw, if carried in broad gauge trucks, with not less than three tons to the truck, is 5 s. 10 d., S. S. per ton to Highbridge; is 6 s. 8 d., S. S., per ton to Bridgwater; is 9 s. 2 d., S. S., per ton, to Collumpton and Exeter.

(c) The charge per truck for cattle and sheep to Highbridge, is 14 s. 6 d., S. S., for a small truck, 16 s. 9 d., S. S., for a medium truck, and 19 s., S. S., for a large truck.

(d) The charge for bark in bags (not ground), and for bar, sheet, rod, nail, and plate-iron, at owner's risk, in quantities of not less than four tons, is 5 s., S. S., per ton.

(e) The charge for market hides, at owner's risk, in quantities of not less than one ton, is 10 s., S. S., per ton. The charge for market hides, at owner's risk, in any quantity, exceeding 500 lbs., is 15 s., C. D. The charge for undressed leather is 11 s. 8 d., C. D., per ton.

(f) The charge for grain, in quantities of not less than four tons, is 3 s. 4 d., S. S., per ton, and in quantities of not less than 50 tons, is 2 s. 6 d., S. S., per ton.

for the Carriage of GOODS between BRISTOL and the undermentioned STATIONS, and also the Charged for certain ARTICLES.

| Exceptional Rates, per Ton. | | | | | | Milk by Passenger Train, per Gallon. * | Cattle and Sheep Rates. | | |
|--|--|--|---------------------------------|---|--|--|--|---|--|
| Straw. — Not less than 20 cwt. per Truck. | Packed Manure. — In Quantities of not less than 2 Tons. | Oil Cake. — In Quantities of not less than 2 Tons. | Round Timber (ex Labour). | Lime (in Bags). — In Quantities of not less than 4 Tons. | Roadstone. — In 6 Ton Loads. | | Small Trucks. — Per Truck. | Medium Trucks. — Per Truck. | Large Trucks. — Per Truck. |
| s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. |
| 1 - - - | - - - | - - - | - - - | - - - | - - - | 1 | 7 - | 8 - | 9 - |
| 2 7 6 | - - - | - - - | 8 4 | 3 7 | - - - | 1 | 13 6 | 15 9 | 17 9 |
| 3 - - - | 5 - (b) | 5 - (b) | - - - | 4 8 | - - - | 1 | 16 6 | 19 3 | 21 9 |
| 4 10 10 | - - - | - - - | 10 10 | 4 8 | 4 - | 1 | 19 - | 22 - | 25 - |
| 5 11 8 | 6 8 | 6 8 | 11 8 | 5 - | 4 6 | 1 | 22 - | 25 6 | 29 - |
| 6 12 6 | 6 8 | 6 8 | 13 4 | - - - | - - - | 1 | - - - | - - - | - - - |
| 7 12 6 | 8 4 | 8 4 | 15 - | - - - | 5 - | 1 | 32 9 | 36 9 | 43 9 |
| 8 12 6 | 8 9 | 8 9 | 15 10 | - - - | - - - | 1½ | 35 6 | 40 - | 47 6 |
| 9 - - - | 9 2 | 9 2 | 17 6 | - - - | 5 10 (b) | 1½ | 41 3 | 46 6 | 55 3 |
| 10 - - - | 11 8 | - - - | - - - | - - - | - - - | 1½ | 49 - | 55 3 | 65 9 |

(a) The charge for rags, cheese (packed), sugar (in casks and bags), and heavy groceries, is 6 s. 8 d., C. D., per ton.

(b) In quantities of not less than four tons.

(c) The charge for minerals for manure, in quantities of not less than 50 tons, is 4 s. 3 d., S. S., per ton.

(d) The charge for common glass bottles, and earthenware (loose or packed), at the owner's risk, in quantities of not less than one ton, is 14 s. 2 d., S. S., per ton.

(e) The charge for bricks, in quantities of not less than four tons, in owner's waggons, is 7 s. 11 d., S. S., per ton.

(f) The charge for coarse paper, including cartage, in Bristol only, is 15 s. per ton.

| Exceptional Rates, per Ton. | | | | | | | | Milk by Passen- ger Train, per Gallon. * | Rate for Cattle and Sheep. | Special Rates for Beasts. | |
|---|--|--|--|--|---|---|---|---|---|---|---|
| Packed Manure and Oil Cake. — In Quantities of not less than 2 Tons. | Bricks. — In Quantities of not less than 4 Tons. | Rags. — In Quantities of not less than 2 Tons. | Tanning Materials. — In Quantities of not less than 2 Tons. | Wool. — In Quantities of not less than 2 Tons. | Salted Hides. — In Quantities of not less than 2 Tons. | Grocery. — In Quantities exceed- ing 500 lbs. | Old Potatoes. — In Quantities of not less than 4 Tons. | | Unlimited Truck. — Per Truck. | With a Minimum of 3 per Truck. Per Head. | With a Minimum of 7 per Truck. Per Head. |
| s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | C. D. — s. d. | s. s. — s. d. | s. s. — d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. |
| 1 - - - | - - - | 3 - | - - - | 5 - | 2 6 | - - - | - - - | 1 | 6 - | - - - | - - - |
| 2 4 2 | 2 6 | 6 8 | - - - | - - - | - - - | 10 - | - - - | 1 | - (c) | - - - | - - - |
| 3 3 4 (g) | 2 6 | - - - | - - - | - - - | 5 - | 10 - | 3 4 | 1 | † 16 6 | 5 - | 4 6 |
| 4 5 10 (l) | - - - | 9 2 o.r. | - - - | 12 6 | (l) 7 6 o.r. | 15 - (m) | - - - | 1 | † 22 6 | 6 3 | 6 - |
| 5 6 8 (p) | - - - | - - - | 8 - (q) | - - - | (l) 6 - | - - - | - - - | 1 | † 31 6 | † 9 3 | - - - |
| 6 6 8 (v) | - - - | 10 - | 8 - | - - - | 8 - | - - - | 5 - o.r. | 1½ | † 38 - | † 10 - | - - - |

(g) The charge for packed manure and oil-cake, in quantities of not less than 50 tons, is 2 s. 6 d., S. S., per ton.

(h) The charge for lead, red, white and sheet, is 11 s. 8 d., C. D., per ton.

(k) The charge for woollen goods is 16 s. 8 d., C. D., per ton.

(l) In quantities of not less than four tons.

(m) In quantities of not less than one ton, the charge is 11 s. 8 d., C. D., per ton.

(n) The charge for paper-making materials, in quantities of not less than two tons, is 10 s., S. S., per ton. The charge for coarse paper is 12 s., C. D., per ton.

(o) The charge for undressed leather is 14 s. 2 d., C. D., per ton.

(p) In quantities of not less than four tons, the charge is 5 s. 6 d., S. S., per ton.

(q) In quantities of not less than four tons, the charge is 6 s., S. S., per ton.

(r) The charge for lead, red, white and sheet, at the owner's risk, in quantities of not less than two tons, is 8 s., S. S., per ton, and in quantities of not less than four tons, 6 s. 6 d., S. S., per ton. The charge for undamageable iron, at the owner's risk is 13 s. 4 d., C. D., per ton. The charge for coarse paper is 12 s., C. D., per ton. The charge for soap (except scented or fancy), in quantities of not less than two tons, is 8 s. 4 d., S. S., per ton, or 13 s. 4 d., C. D., per ton, in any quantity above 500 lbs. The charge for sugar (in casks and bags) is 10 s., C. D., per ton.

(s) The charge for cheese (packed) at owner's risk, and for bacon, in quantities of not less than one ton, is 12 s. 6 d., C. D., per ton.

(t) The charge for sugar (lump and loose) is 15 s. 4 d., C. D. The charge for heavy drapery is 20 s., C. D., per ton.

(u) The charge for drapery goods is 25 s., C. D., per ton.

(v) In quantities of not less than four tons, the charge is 5 s., S. S., per ton.

(x) There are more than 100 articles which are carried at exceptional rates between Bristol and Exeter.

COMPARISON between the MAXIMUM CHARGES allowed by the Great Western and the TOTAL CHARGES made by the Company for the Carriage of such

Distance in Miles from London (Paddington).

STATIONS.

Mineral Class (except Packed Manure).

Special

| Dung, all Sorts of Manure, Stone for Building, Pitching, and Paving, Slates. | Lime, Bricks, Sand, Iron Ore. | Charge per Company's Rate Book for Mineral Class. | Charge per Com- pany's Rate Book for Packed Manure. | Difference between | | | Iron (not damage- able). | Grain, Corn, Flour, Anvils, Chains. | Charge per Com- pany's Rate Book for Special Class. | Charge for Grain, per Lowest Rate in Com- pany's Rate Book. |
|--|---|--|---|-------------------------|-------------------------|-------------------------|---|---|---|---|
| Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | | | Cols. 1 and 3. | Cols. 2 and 3. | Cols. 1 and 4. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | | |
| Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. |

| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. s.</i> — | <i>s. s.</i> — | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. s.</i> — | <i>s. s.</i> — | |
|----|------------------|--------------|--------------|-------------------|-------------------|--------------|--------------|--------------|--------------|--------------|-------------------|-------------------|----|
| 9 | Southall - - | 1 1½ | - 10 | (a) 2 6 (b) | 4 2 | 1 4½ | 1 8 | 3 -½ | - 10 | 1 10½ | 4 2 | 3 4 | 1 |
| 18 | Slough - - | 1 10½ | 1 8 | (a) 3 - (b) | 3 9 | 1 1½ | 1 4 | 1 10½ | 1 8 | 3 9 | 3 9 | 3 4 | 2 |
| 22 | Taplow - - | 2 1 | 2 1 | (a) 3 5 (b) | 5 10 | 1 4 | 1 4 | 3 9 | 2 1 | 4 7 | 5 10 | 4 2 | 3 |
| 36 | Reading - - | 3 4½ | 3 4½ | (a) 4 2 | 5 - | - 9½ | - 9½ | 1 7½ | 3 4½ | 7 6 | 7 6 | 5 - | 4 |
| 41 | Pangbourne - - | 3 10 | 3 10 | (a) 5 2 | 7 6 | 1 4 | 1 4 | 3 8 | 3 10 | 8 6½ | 7 6 | 6 8 | 5 |
| 48 | Moulsford - - | 4 6 | 4 6 | (a) 5 9 | 8 4 | 1 3 | 1 3 | 3 10 | 4 6 | 10 - | 8 4 | 7 6 | 6 |
| 63 | Oxford - - | 5 11 | 4 8 | 7 6 (b) | 9 2 | 1 7 | 2 10 | 3 3 | 4 8 | 10 6 | (c) 9 2 | 9 2 | 7 |
| 86 | Banbury - - | 8 1 | 6 3 | 8 4 (b) | 10 - | - 3 | 2 1 | 1 11 | 6 3 | 14 4 | 11 8 | 10 - | 8 |
| 60 | Wantage-road - - | 5 7½ | 4 8 | 5 11 | 9 2 | - 3½ | 1 3 | 3 6½ | 4 8 | 10 5 | 9 2 | 7 6 | 9 |
| 66 | Uffington - - | 6 2 | 4 10 | 6 6 | 10 10 | - 4 | 1 8 | 4 8 | 4 10 | 11 - | 10 10 | 8 4 | 10 |
| 77 | Swindon - - | 7 2½ | 5 7½ | 6 10 | 9 2 | *- 4½ | 1 2½ | 1 11½ | 5 7½ | 12 10 | 11 8 | 9 2 | 11 |

Note.—The Great Western Railway Company claim to be entitled (under 1 Vict. c. 92) to charge a special toll or rate in respect of a short piece of line near the Paddington Station. The mileage rates used in calculating the maximum charges in the above Table were fixed by 10 & 11 Vict. c. 226, and do not include any allowance for the special toll or rate so claimed.
* In these cases the company's charges are less than the maximum rates authorised.

| Distance in Miles from London (Pad- dington). | STATIONS. | Third Class. | | | | | Fourth | | |
|--|--|--|---------------------------------------|---|-------------------------|-------------------------|--|--|--|
| | | Hides (Green or Market), Foreign (Dry and Loose), at Company's Risk. | Boots and Shoes in Boxes. | Charge per Company's Rate Book for Third Class. Col. 3. | Difference between | | Manufactured Goods, Woollen and Worsted. Charge per Maximum Rate in Company's Acts. Col. 1. | Toys, Soft Felt Hats, in Crates. Charge per Maximum Rate in Company's Acts. Col. 2. | |
| | | | | | Cols. 1 and 3. | Cols. 2 and 3. | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | | | | | | | | |

| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
|----|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----|
| 9 | Southall - - - | 1 10½ | 2 7½ | 10 - | 8 1½ | 7 4½ | 2 3 | 2 7½ | 1 |
| 18 | Slough - - - | 3 9 | 5 3 | 14 2 | 10 5 | 8 11 | 4 6 | 5 3 | 2 |
| 22 | Taplow - - - | 4 7 | 6 5 | 15 - | 10 5 | 8 7 | 5 6 | 6 5 | 3 |
| 36 | Reading - - - | 7 6 | 10 6 | 20 - | 12 6 | 9 6 | 9 - | 10 6 | 4 |
| 41 | Pangbourne - - - | 8 6½ | 11 11½ | 21 8 | 13 1½ | 9 8½ | 10 3 | 11 11½ | 5 |
| 48 | Moulsford - - - | 10 - | 14 - | 23 4 | 13 4 | 9 4 | 12 - | 14 - | 6 |
| 63 | Oxford - - - | 10 6 | 15 9 | 25 - | 14 6 | 9 3 | 13 1½ | 15 9 | 7 |
| 86 | Banbury - - - | 14 4 | 21 6 | 29 2 | 14 10 | 7 8 | 17 11 | 21 6 | 8 |
| 60 | Wantage-road - - | 10 5 | 15 - | 25 - | 14 7 | 10 - | 12 6 | 15 - | 9 |
| 66 | Uffington - - - | 11 - | 16 6 | 27 6 | 16 6 | 11 - | 13 9 | 16 6 | 10 |
| 77 | Swindon - - - | 12 10 | 19 3 | 28 4 | 15 6 | 9 1 | 16 -½ | 19 3 | 11 |

(e) This charge is not at the owner's risk.

Railway Company's Acts for Conveyance (only) of certain ARTICLES mentioned therein, ARTICLES between LONDON and the under-mentioned STATIONS.

| Class. | | | | First Class. | | | | | | | Second Class. | | | | | | |
|--------------------|-------|-------|---|--|--|---|--------------------|-------|-------|---|--|--|-----------------------|-------|-------|--|--|
| Difference between | | | Iron (damage- able), Sheet and Hoop Iron. | Sugar (except Lump Sugar Loose), Nails. | Cotton. | Charge per Com- pany's Rate Book for First Class. | Difference between | | | Vices, Hides (Green or Market), at Owner's Risk. | Wool. | Charge per Com- pany's Rate Book for Second Class. | Difference between | | | | |
| Cols. | Cols. | Cols. | Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Col. 4. | Cols. | Cols. | Cols. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Col. 3. | Cols. | Cols. | | | |
| 1 | 2 | 2 | | | | | 1 | 2 | 3 | | | | 1 | 2 | | | |
| and | and | and | | | | | and | and | and | | | | and | and | | | |
| 3 | 3 | 4. | | | | | 4 | 4 | 4 | | | | 3. | 3. | | | |
| | | | Col. 1. | Col. 2. | Col. 3. | | | | | Col. 1. | Col. 2. | Col. 3. | | | | | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | | |
| 1 | 3 4 | 2 3½ | 1 5½ | — 10 | 1 10½ | 2 3 | 8 4 | 7 6 | 6 5½ | 6 1 | 1 10½ | 2 3 | 9 2 | 7 3½ | 6 11 | | |
| 2 | 2 1 | — | * 5 | 1 8 | 3 9 | 4 6 | 10 — | 8 4 | 6 3 | 5 6 | 3 9 | 4 6 | 11 8 | 7 11 | 7 2 | | |
| 3 | 3 9 | 1 3 | * 5 | 2 1 | 4 7 | 5 6 | 10 10 | 8 9 | 6 3 | 5 4 | 4 7 | 5 6 | 12 6 | 7 11 | 7 — | | |
| 4 | 4 1½ | — | * 2 6 | 3 4½ | 7 6 | 9 — | 13 4 | 9 11½ | 5 10 | 4 4 | 7 6 | 9 — | 15 10 | 8 4 | 6 10 | | |
| 5 | 3 8 | * 1 — | * 1 10½ | 3 10 | 8 6½ | 10 3 | 15 — | 11 2 | 6 5½ | 4 9 | 8 6½ | 10 3 | 17 6 | 8 11½ | 7 3 | | |
| 6 | 3 10 | * 1 8 | * 2 6 | 4 6 | 10 — | 12 — | 15 10 | 11 4 | 5 10 | 3 10 | 10 — | 12 — | 18 4 | 8 4 | 6 4 | | |
| 7 | 4 6 | * 1 4 | * 1 4 | 4 8 | 10 6 | 13 1½ | 16 8 | 12 — | 6 2 | 3 6½ | 10 6 | 13 1½ | 20 — | 9 6 | 6 10½ | | |
| 8 | 5 5 | * 2 8 | * 4 4 | 6 3 | 14 4 | 17 11 | (d) 20 — | 13 9 | 5 8 | 2 1 | 14 4 | 17 11 | 24 2 | 9 10 | 6 3 | | |
| 9 | 4 6 | * 1 3 | * 2 11 | 4 8 | 10 5 | 12 6 | 16 8 | 12 — | 6 3 | 4 2 | 10 5 | 12 6 | 20 — | 9 7 | 7 6 | | |
| 10 | 6 — | * — | * 2 8 | 4 10 | 11 — | 13 9 | 18 4 | 13 6 | 7 4 | 4 7 | 11 — | 13 9 | 22 6 | 11 6 | 8 9 | | |
| 11 | 6 —½ | * 1 2 | * 3 8 | 5 7½ | 12 10 | 16 —½ | 19 2 | 13 6½ | 6 4 | 3 1½ | 12 10 | 16 —½ | 23 4 | 10 6 | 7 3½ | | |

- (a) There are exceptional rates for manure in bulk to these stations. See Table of Rates.
(b) There are exceptional rates for bricks in bulk to these stations. See Table of Rates.
(c) The charge for undamageable iron, in quantities of not less than 2 tons, is 8 s. 4 d., S. S., per ton.
(d) The charge for sugar (except lump) is 18 s. 4 d., C. D., per ton.

| Class. | | | Fifth Class. | | | Furniture. | | | | | | |
|---|-------------------------|-------------------------|--|--|--|---|--|--|-------------------------|-------------------------|-------|-------|
| Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between. | | Feathers, Boots and Shoes in Hampers and Parcels; Hats, except Soft Felt. Charge per Maximum Rate in Company's Act. Col. 1. | Charge per Company's Rate Book for Fifth Class. Col. 2. | Difference between Cols. 1 and 2. | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book for | | | Difference between | | |
| | Cols. 1 and 3. | Cols. 2 and 3. | | | | | Fourth Class at Owner's Risk. Col. 2. | Fifth Class, with 20 per Cent. additional. Col. 4. | Cols. 1 and 2. | Cols. 1 and 4. | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| C. D. | s. d. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. | C. D. | s. d. | s. d. | | |
| 1 | 12 0 | 10 3 | 9 10½ | 2 7½ | 14 2 | 11 0½ | 2 7½ | 12 6 | 14 2 | 17 - | 9 10½ | 14 4½ |
| 2 | 18 4 | 13 10 | 13 1 | 5 3 | 22 6 | 17 3 | 5 3 | 18 4 | 22 0 | 27 - | 13 1 | 21 9 |
| 3 | 20 - | 14 6 | 13 7 | 6 5 | 25 - | 18 7 | 6 5 | 20 - | 25 - | 30 - | 13 7 | 23 7 |
| 4 | 25 - | 16 - | 14 6 | 10 6 | 35 - | 24 6 | 10 0 | (e) 15 10(f) | 24 2(f) | 39 10(f) | 5 4 | 20 4 |
| 5 | 26 8 | 16 5 | 14 8½ | 11 11½ | 35 - | 23 -½ | 11 11½ | 26 8 | 35 - | 42 - | 14 8½ | 30 -½ |
| 6 | 28 4 | 16 4 | 14 4 | 14 - | 35 - | 21 - | 14 - | 28 4 | 35 - | 42 - | 14 4 | 28 - |
| 7 | 30 - | 16 10½ | 14 3 | 15 9 | 35 - | 19 3 | 15 9 | 30 - | 35 - | 42 - | 14 3 | 26 3 |
| 8 | 35 - | 17 1 | 13 6 | 21 6 | 42 6 | 21 - | 21 6 | 35 - | 42 6 | 61 - | 13 6 | 26 6 |
| 9 | 30 - | 17 6 | 15 - | 15 - | 36 8 | 21 8 | 15 - | 30 - | 36 8 | 44 - | 15 - | 29 - |
| 10 | 32 6 | 18 9 | 16 - | 16 6 | 40 - | 23 6 | 16 6 | 32 6 | 40 - | 48 - | 16 - | 31 6 |
| 11 | 33 4 | 17 3½ | 14 1 | 19 3 | 41 8 | 22 5 | 19 3 | 33 4 | 41 8 | 50 - | 14 1 | 30 9 |

(f) The charges for furniture to Reading are exceptional rates.

COMPARISON between the MAXIMUM CHARGES allowed by the Great Western
and the TOTAL CHARGES made by the Company for the Carriage

| Distance in Miles from Bristol. | STATIONS. | Mineral Class (except Packed Manure). | | | | | | | Special | | | |
|---------------------------------|-------------------|--|--|---|---|--------------------|----------------|----------------|--|--|---|--|
| | | Dung, all Sorts of Manure, Stone for Building, Pitching, and Paving, Slates. | Lime, Bricks, Sand, Iron Ore. | Charge per Com- pany's Rate | Charge per Com- pany's Rate | Difference between | | | Iron (not damage- able). | Grain, Corn, Flour, Anvils, Chains. | Charge per Com- pany's Rate | Charge for Grain, per lowest Rate |
| | | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Book | Book | Cols. | Cols. | Cols. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Book | in Com- pany's Rate |
| | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | 1 and 3. | 2 and 3. | 1 and 4. | Col. 1. | Col. 2. | Col. 3. | Col. 4. |
| | | s. d. | s. d. | s. s. | s. s. | s. d. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. |
| 12 | Bath - - - | 1 6 | 1 1½ | 2 6 | 3 4 | 1 - | 1 4½ | 1 10 | 1 1½ | 2 6 | 3 4 | 2 6 |
| 24 | Chippenham - - | 2 3 | 2 3 | 3 6 | 5 - | 1 3 | 1 3 | 2 9 | 2 3 | 5 - | 5 - | 4 2 |
| 31 | Dauntsey - - - | 2 11 | 2 11 | 4 2 | 5 - | 1 3 | 1 3 | 2 1 | 2 11 | 6 5½ | 5 10 | 5 6 |
| 36 | Wootton Bassett - | 3 4½ | 3 4½ | 4 8 | 6 8 | 1 3½ | 1 3½ | 3 3½ | 3 4½ | 7 6 | 6 8 | 5 10 |
| 41 | Swindon - - - | 3 10 | 3 10 | 5 2 | 6 8 | 1 4 | 1 4 | 2 10 | 3 10 | 8 6½ | 7 6 | 6 8 |
| 52 | Uffington - - - | 4 10½ | 4 8 | 5 11 | 6 8 | 1 -½ | 1 3 | 1 9½ | 4 8 | 10 5 | 9 2 | 6 8 |
| 66 | Didcot - - - | 6 2 | 4 10 | 6 1 | 8 4 | *- 1 | 1 3 | 2 2 | 4 10 | 11 - | 10 - | 8 4 |
| 71 | Moulsoford - - - | 6 8 | 5 2 | 6 5 | 8 9 | *- 3 | 1 3 | 2 1 | 5 2 | 11 10 | 10 10 | 8 9 |
| 82 | Reading - - - | 7 8 | 6 - | 7 3 | 9 2 | *- 5 | 1 3 | 1 6 | 6 - | 13 8 | 11 8 | 9 2 |
| 100 | Slough - - - | 9 4½ | 7 3½ | 8 7 | 11 8 | *- 9½ | 1 3½ | 2 3½ | 7 3½ | 16 8 | 13 4 | 10 10 |

* In these cases the Company's charges are

| Distance in Miles from Bristol. | STATIONS. | Third Class. | | | | | Fourth | | |
|---------------------------------|-------------------|--|---|------------------------------------|--------------------|----------------|---|---|------------------------------------|
| | | Hides (Green or Market), Foreign (Dry and Loose), at Company's Risk. | Boots and Shoes in Boxes. | Charge per Company's Rate | Difference between | | Manu- factured Goods, Woollen and Worsted. | Toys, Soft Felt Hats in Crates. | Charge per Company's Rate |
| | | Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Company's Acts. | Book | Cols. | Cols. | Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Company's Acts. | Book |
| | | Col. 1. | Col. 2. | Col. 3. | 1 and 3. | 2 and 3. | Col. 1. | Col. 2. | Col. 3. |
| | | s. d. | s. d. | c. d. | s. d. | s. d. | s. d. | s. d. | c. d. |
| 12 | Bath - - - | 2 6 | 3 6 | 9 2 | 6 8 | 5 8 | 3 - | 3 6 | 11 8 |
| 24 | Chippenham - - | 5 - | 7 - | 13 4 | 8 4 | 6 4 | 6 - | 7 - | 16 8 |
| 31 | Dauntsey - - - | 6 5½ | 9 -½ | 15 10 | 9 4½ | 6 9½ | 7 9 | 9 -½ | 18 4 |
| 36 | Wootton Bassett - | 7 6 | 10 6 | 18 4 | 10 10 | 7 10 | 9 - | 10 6 | 23 4 |
| 41 | Swindon - - - | 8 6½ | 11 11½ | 20 - | 11 5½ | 8 -½ | 10 3 | 11 11½ | 25 - |
| 52 | Uffington - - - | 10 5 | 14 7 | 22 6 | 12 1 | 7 11 | 12 6 | 14 7 | 27 6 |
| 66 | Didcot - - - | 11 - | 16 6 | 24 2 | 13 2 | 7 8 | 13 9 | 16 6 | 30 - |
| 71 | Moulsoford - - - | 11 10 | 17 9 | 26 8 | 14 10 | 8 11 | 14 9½ | 17 9 | 32 6 |
| 82 | Reading - - - | 13 8 | 20 6 | 28 4 | 14 8 | 7 10 | 17 1 | 20 6 | 34 2 |
| 100 | Slough - - - | 16 8 | 25 - | 31 8 | 15 - | 6 8 | 20 10 | 25 - | 38 4 |

Railway Company's Acts, for Conveyance (only) of Certain ARTICLES mentioned therein, of such ARTICLES between BRISTOL and the under-mentioned STATIONS.

| Class. | | | First Class. | | | | | | | Second Class. | | | | |
|-------------------------|-------------------------|-------------------------|---|---|---|---|-------------------------|------------------------|-------------------------|---|---|--|-------------------------|-------------------------|
| Difference between | | | Iron (damage- able), Sheet, and Hoop Iron. | Sugar (except Lump Sugar, Loose), Nails. | Cotton. | Charge per Com- pany's Rate | Difference between | | | Vices, Hides, green or market, at Owner's Risk. | Wool. | Charge per Com- pany's Rate | Difference between | |
| Cols. 1 and 3. | Cols. 2 and 3. | Cols. 2 and 4. | Charge per Maximum Rate in Com- pany's Acts. Col. 1. | Charge per Maximum Rate in Com- pany's Acts. Col. 2. | Charge per Maximum Rate in Com- pany's Acts. Col. 3. | Book for First Class. Col. 4. | Cols. 1 and 4. | Col. 2 and 4. | Cols. 3 and 4. | Charge per Maximum Rate in Com- pany's Acts. Col. 1. | Charge per Maximum Rate in Com- pany's Acts. Col. 2. | Book for Second Class. Col. 3. | Cols. 1 and 3. | Cols. 2 and 3. |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | c. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1 2 2½ - 10 - | 1 1½ | 2 0 | 3 - | 7 6 | 6 4½ | 5 - | 4 6 | 2 6 | 3 - | 8 4 | 5 10 | 5 4 | | |
| 2 2 9 - - 10 | 2 3 | 5 - | 6 - | 9 2 | 6 11 | 4 2 | 3 2 | 5 - | 6 - | 10 10 | 5 10 | 4 10 | | |
| 3 2 11 * 7½ - 11½ | 2 11 | 6 5½ | 7 9 | 10 10 | 7 11 | 4 4½ | 3 1 | 6 5½ | 7 9 | 13 4 | 6 10½ | 5 7 | | |
| 4 3 3½ * 10 * 1 8 | 3 4½ | 7 6 | 9 - | 12 6 | 9 1½ | 5 - | 3 6 | 7 6 | 9 - | 15 - | 7 6 | 6 - | | |
| 5 3 8 * 1 - 1 10½ | 3 10 | 8 6½ | 10 3 | 13 4 | 9 6 | 4 9½ | 3 1 | 8 6½ | 10 3 | 15 10 | 7 3½ | 5 7 | | |
| 6 4 6 * 1 3 * 3 9 | 4 8 | 10 5 | 12 6 | 15 - | 10 4 | 4 7 | 2 6 | 10 5 | 12 6 | 17 6 | 7 1 | 5 - | | |
| 7 5 2 * 1 - * 2 8 | 4 10 | 11 - | 13 9 | 15 10 | 11 - | 4 10 | 2 1 | 11 - | 13 9 | 19 2 | 8 2 | 55 | | |
| 8 5 8 * 1 - * 3 1 | 5 2 | 11 10 | 14 9½ | 16 8 | 11 6 | 4 10 | 1 10½ | 11 10 | 14 9½ | 20 10 | 9 - | 6½ | | |
| 9 5 8 * 2 - * 4 6 | 6 - | 13 8 | 17 1 | 18 4 | 12 4 | 4 8 | 1 3 | 13 8 | 17 1 | 22 6 | 8 10 | 55 | | |
| 10 6 - 1 * 3 4 * 5 10 | 7 3½ | 16 8 | 20 10 | 20 - | 12 8½ | 3 4 | * - 10 | 16 8 | 20 10 | 25 - | 8 4 | 42 | | |

less than the maximum rates authorised.

| Class. | | Fifth Class. | | | Furniture. | | | | | | |
|-------------------------|-------------------------|---|---|--|--|--|---------------------------|--|-------------------------|-------------------------|--------|
| Difference between. | | Feathers, Boots and Shoes in Hampers and Parcels ; Hats, except Soft Felt. | Charge per Company's Rate Book for Fifth Class. | Difference between Cols. 1 and 2. | Charge per Maximum Rate in Company's Acts. | Charge per Company's Rate Book for | | | Difference between | | |
| Cols. 1 and 3. | Cols. 2 and 3. | | | | | Fourth Class, at Owner's Risk. | Fifth Class. Class. | Fifth Class, with 20 per Cent. additional. | Cols. 1 and 2. | Cols. 1 and 4. | |
| | | | | | | | | | | | |
| | | Charge per Maximum Rate in Company's Acts. | | | | | | | | | |
| | | Col. 1. | Col. 2. | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | |
| | | C. D. | | | | S. S. | S. S. | C. D. | | | |
| | | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. |
| 1 | 8 8 | 8 2 | 3 6 | 15 - | 11 6 | 3 6 | 11 8 | 15 - | 18 - | 8 2 | 14 6 |
| 2 | 10 8 | 9 8 | 7 - | 20 - | 13 - | 7 - | 16 8 | 20 - | 24 - | 9 8 | 17 - |
| 3 | 10 7 | 9 3½ | 9 -½ | 22 6 | 13 5½ | 9 -½ | 18 4 | 22 6 | 27 - | 9 3½ | 17 11½ |
| 4 | 14 4 | 12 10 | 10 6 | 30 - | 19 6 | 10 6 | 23 4 | 30 - | 36 - | 12 10 | 25 6 |
| 5 | 14 9 | 13 -½ | 11 11½ | 31 8 | 19 8½ | 11 11½ | 25 - | 31 8 | 38 - | 13 -½ | 26 -½ |
| 6 | 15 - | 12 11 | 14 7 | 35 - | 20 5 | 14 7 | 27 6 | 35 - | 42 - | 12 11 | 27 5 |
| 7 | 16 3 | 13 6 | 16 6 | 38 4 | 21 10 | 16 6 | 30 - | 38 4 | 46 - | 13 6 | 29 6 |
| 8 | 17 8½ | 14 9 | 17 9 | 40 - | 22 3 | 17 9 | 32 6 | 40 - | 48 - | 14 9 | 30 3 |
| 9 | 17 1 | 13 8 | 20 6 | 41 8 | 21 2 | 20 6 | 34 2 | 41 8 | 50 - | 13 8 | 29 6 |
| 10 | 17 6 | 13 4 | 25 - | 48 4 | 23 4 | 25 - | 38 4 | 48 4 | 58 - | 13 4 | 33 - |

COMPARISON between the MAXIMUM CHARGES allowed by the Great Western and the TOTAL CHARGES made by the Company for the Carriage

| Distance in Miles from Bristol. | STATIONS. | Mineral Class (except Packed Manure). | | | | | | | Special | | | |
|---|---|---|-------------------------|----------------|----------------|--------------------|---|---|-------------------------|--------------------------------------|------------|------------|
| | | Dung, Compost, all sorts of Manure, Iron Ore. | Lime, Stone, Bricks. | Charge per | Charge per | Difference between | | | Iron (not damage-able). | (Grain, Corn, Flour, Anvils, Chains. | Charge per | Charge for |
| | | | | Com- | Com- | | | | | | Com- | Grain, |
| | | | | pany's | pany's | | | | | | pany's | per |
| | | | | Rate | Rate | | | | | | Rate | lowest |
| Charge per Maximum Rate in Com-pany's Acts. | Charge per Maximum Rate in Com-pany's Acts. | Book for Mineral Class. | Book for Packed Manure. | Cols. 1 and 3. | Cols. 2 and 3. | Cols. 1 and 4. | Charge per Maximum Rate in Com-pany's Acts. | Charge per Maximum Rate in Com-pany's Acts. | Book for Special Class. | Rate in Com-pany's Book. | | |
| Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | |
| | | | | s. s. | s. s. | | | | | | | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. |
| 12 | Yatton - - | 1 6 | 2 - | 1 6 | 2 0 | — | *- 6 | 1 - | 2 - | 3 - | 2 6 | 2 - 1 |
| 27 | Highbridge - - | 3 4½ | 4 6 | 4 2(b) | 4 2 | - 9½ | *- 4 | - 9½ | 4 0 | 6 9 | 5 10 | 3 9 2 |
| 33 | Bridgwater - - | 4 1½ | 5 6 | 4 8(b) | 3 4(a) | - 6½ | *- 10 | *- 9½ | 5 6 | 8 3 | 6 8 | 2 6 3 |
| 45 | Taunton - - | 5 7½ | 7 6 | 5 5 | 5 10 | *- 2½ | *2 1 | - 2½ | 7 0 | 11 3 | 7 6 | 4 9 4 |
| 63 | Collumpton - - | 7 10½ | 10 6 | 6 - | 6 8 | *1 10½ | *4 6 | *1 2½ | 10 6 | 15 9 | 10 - | 5 6 5 |
| 76 | Exeter - - | 9 6 | 12 8 | 6 8 | 6 8 | *2 10 | *6 - | *2 10 | 12 8 | 19 - | 10 - | 5 - 6 |

* In these cases the Company's charges are less than the maximum rates authorised.
(a) The charge for Packed Manure, in quantities of not less than 50 tons, is 2 s. 6 d., S.S., per ton.
(b) The charge for Bricks, in quantities of not less than four tons, is 2 s. 6 d., S.S., per ton.

| Distance in Miles from Bristol. | STATIONS. | Third Class. | | | | | Fourth Class. | | | |
|---------------------------------|------------------|---|--|---|-------------------------|--|--|--|--|--|
| | | Hides (Green or Market), Foreign (Dry and Loose), at Company's Risk. | Boots and Shoes, in Boxes. | Charge per Company's Rate Book for Third Class. | Difference between | | Manufactured Goods, Wollen and Worsted, Toys, Soft Felt Hats, in Crates. | Charge per Company's Rate Book for Fourth Class. | Difference between Cols. 1 and 2. | |
| | | | | | Cols. 1 and 3. | Cols. 2 and 3. | | | | |
| | | Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Company's Acts. | | | Charge per Maximum Rate in Company's Acts. | | | | |
| | | Col. 1. | Col. 2. | Col. 3. | | | Col. 1. | Col. 2. | | |
| | | | | C. D. — | | | | C. D. — | | |
| | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 12 | Yatton - - - | 3 - | 4 - | 10 - (<i>f</i>) | 7 - | 6 - | 4 - | 11 8 | 7 8 | |
| 27 | Highbridge - - - | 6 9 | 9 - | 15 - | 8 3 | 6 - | 9 - | 18 4 | 9 4 | |
| 33 | Bridgwater - - - | 8 3 | 11 - | 24 2 (<i>g</i>) | 15 11 | 13 2 | 11 - | 26 8 | 15 8 | |
| 45 | Taunton - - - | 11 3 | 15 - | 20 - | 8 9 | 5 - | 15 - | 25 - (<i>h</i>) | 10 - | |
| 63 | Collumpton - - - | 15 9 | 21 - | 23 4 | 7 7 | 2 4 | 21 - | 28 4 | 7 4 | |
| 76 | Exeter - - - | 10 - | 25 4 | 25 - | 6 - | *- 4 | 25 4 | 30 - (<i>i</i>) | 4 8 | |

* In these cases the Company's charge is less than the maximum rate authorised.
(f) The charge for Salted Hides to Yatton, in quantities of not less than 2 tons, is 2 s. 6., S. S., per ton.
(g) The charge for Salted Hides to Bridgwater, in quantities of not less than 2 tons, is 5 s., S. S., per ton.

Railway Company's Acts for the Conveyance (only) of certain ARTICLES mentioned therein, of such ARTICLES between BRISTOL and the undermentioned STATIONS.

| Class. | | | First Class. | | | | | | Second Class. | | | | | |
|--------------------|------------|------------|--|--|---|---|--------------------|------------|---------------|--|--|--|-----------------------|------------|
| Difference between | | | Iron (damage- able), Sheet, and Hoop Iron. | Sugar (except Lump Sugar Loose), Nails. | Cotton. | Charge per Com- pany's Rate Book for First Class. | Difference between | | | Vices, Hides, (Green or Market), at Owner's Risk. | Wool. | Charge per Com- pany's Rate Book for Second Class. | Difference between | |
| Cols. 1 | Cols. 2 | Cols. 3 | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rates in Com- pany's Acts. | | Cols. 1 | Cols. 2 | Cols. 3 | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | | Cols. 1 | Cols. 2 |
| and 3. | and 3. | and 4. | Col. 1. | Col. 2. | Col. 3. | Col. 4. | and 4. | and 4. | and 4. | Col. 1. | Col. 2. | Col. 3. | and 3. | and 3. |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | C. D. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1 | - 6 | *- 6 | * 1 - | 2 - | 3 - | 4 - | 10 - | 8 - | 7 - | 6 - | 3 - | 4 - | (d) 10 - | 7 - 6 - |
| 2 | 1 4 | *- 11 | * 3 - | 4 6 | 6 9 | 9 - | 10 10 | 6 4 | 4 1 | 1 10 | 6 9 | 9 - | 12 6 | 5 9 3 6 |
| 3 | 1 2 | *1 7 | * 5 9 | 5 6 | 8 3 | 11 - | 15 - | 9 6 | 6 9 | 4 - | 8 3 | 11 - | (c) 17 6 | 9 3 6 6 |
| 4 | - | *3 9 | * 6 6 | 7 6 | 11 3 | 15 - | 13 4 | 5 10 | 2 1 | *1 8 | 11 3 | 15 - | (d) 15 10 | 4 7 - 10 |
| 5 | *- 6 | *5 9 | *10 3 | 10 6 | 15 9 | 21 - | 15 10 | 5 4 | - 1 | *5 2 | 15 9 | 21 - | 19 2 | 3 5 *1 10 |
| 6 | *2 8 | *9 - | *14 - | 12 8 | 19 - | 25 4 | 16 8 | 4 - | *2 4 | *8 8 | 19 - | 25 4 | 20 - | 1 - *5 4 |

(c) The charge for Market Hides, in quantities of not less than one ton, at owner's risk, is 10 s., S. S., per ton.

(d) The charge for Wool, in quantities of not less than two tons to Yatton, is 5 s., S. S., per ton; and to Taunton, is 12 s. 6 d., S. S., per ton.

| Fifth Class. | | | | Furniture. | | | | | |
|--|--|--|------|--|--|-----------------|--|-------------------------|-------------------------|
| Feathers, Boots, and Shoes, in Hampers and Parcels; Hats, except Soft Felt. | Charge per Company's Rate Book for | Difference between Cols. 1 and 2. | | Charge per Maximum Rate in Company's Acts. | Charge per Company's Rate Book for | | | Difference between | |
| | Fifth Class. | | | | Fourth Class, at Owner's Risk. | Fifth Class. | Fifth Class, with 20 per. Cent. additional. | Cols. 1 and 2. | Cols. 1 and 4. |
| Col. 1. | Col. 2. | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | |
| s. d. | C. D. s. d. | s. d. | | s. d. | s. s. s. d. | s. s. s. d. | C. D. s. d. | s. d. | s. d. |
| 1 | 4 - | 13 4 | 9 4 | 4 - | 11 8 | 13 4 | 16 - | 7 8 | 12 - |
| 2 | 9 - | 22 6 | 13 6 | 9 - | 18 4 | 22 6 | 27 - | 9 4 | 18 - |
| 3 | 11 - | 31 8 | 20 8 | 11 - | 20 - (k) | 31 8 | 38 - | 9 - | 27 - |
| 4 | 15 - | 30 - | 15 - | 15 - | 5 - | 30 - | 36 - | 10 - | 21 - |
| 5 | 21 - | 33 4 | 12 4 | 21 - | 8 4 | 33 4 | 40 - | 7 4 | 19 - |
| 6 | 25 4 | 35 - | 9 8 | 25 4 | 0 - | 35 - | 42 - | 4 8 | 16 8 |

(h) The charge for Woollen Goods, is 16 s. 8 d., C. D.

(i) The charge for Drapery Goods, is 25 s., C. D.

(k) This charge is exceptional.

COAL RATES.

STATEMENT showing the CHARGES made by the Great Western Railway Company for the Carriage of COAL between LONDON (Paddington) and the under-mentioned STATIONS.

| STATIONS. | Distance in Miles from London (Paddington). | Full Loads Carried in Owners' Waggon's, per Ton. |
|------------------------|--|--|
| | | s. s. s. d. |
| Southall - - - - - | 9 | 2 - |
| Slough - - - - - | 18 | 2 6 |
| Taplow - - - - - | 22 | 2 9 |
| Reading - - - - - | 36 | 3 3 |
| Pangbourne - - - - - | 41 | 3 6 |
| Moulsford - - - - - | 48 | 3 6 |
| Wantage-road - - - - - | 60 | 4 - |

The rate authorised by the Company's Act for the carriage of coal is $1\frac{1}{2}$ d. per ton per mile for any distance not exceeding 50 miles, and $\frac{7}{8}$ d. per ton per mile for any distance exceeding 50 miles.

STATEMENT showing the CHARGES made by the Great Western Railway Company for the Carriage of COAL between BRISTOL and the under-mentioned STATIONS.

| STATIONS.* | Distance in Miles from Bristol. | Full Loads Carried in Owners' Waggon's, per Ton. | STATIONS.† | Distance in Miles from Bristol. | Full Loads Carried in Owners' Waggon's, per Ton. |
|-------------------|--|--|-----------------------|--|--|
| | | s. s. s. d. | | | s. s. s. d. |
| Bath - - - | 12 | 1 9 | Yatton - - - | 12 | 1 4 |
| Chippenham - - | 24 | 2 10 | | | |
| Dauntsey - - - | 31 | 3 3 | Highbridge - | 27 | 2 3 |
| Wootton Bassett - | 36 | 3 5 | | | |
| Swindon - - - | 41 | 3 8 | Bridgwater - | 33 | 3 |
| Uffington - - - | 52 | 4 3 | | | |
| Dideot - - - | 66 | 4 5 | Taunton - - - | 45 | 4 - |
| Moulsford - - - | 71 | 4 7 | | | |
| Reading - - - | 82 | 5 - | Collumpton - - | 68 | 5 1 |
| Slough - - - | 100 | 5 4 | Exeter (St. Davies) - | 76 | 3 2 |

* The rate authorised by the Company's Act for the carriage of coal to stations east of Bristol is $1\frac{1}{2}$ d. per ton per mile for any distance not exceeding 50 miles, and $\frac{7}{8}$ d. per ton per mile for any distance exceeding 50 miles.

† The rate authorised by the Company's Act for the carriage of coal to stations west of Bristol is $1\frac{1}{2}$ d. per ton per mile.

Note.—The above charges were not in the rate books sent to the Board of Trade, but were furnished by the Company.

Appendix, No. 24.

PAPERS handed in by the *Chairman*.

STATEMENTS prepared by the Secretary of the ROYAL AGRICULTURAL
SOCIETY of ENGLAND.

Appendix, No. 24.

PAPERS handed in by the *Chairman*.

STATEMENTS prepared by the *SECRETARY* of

No. 1.—STATEMENT showing the RATES Charged for the Conveyance of Milk, Meat, Sawbridgeworth, Roydon, Chelmsford, Theydon Bois, and

| DESCRIPTION. | Melford, 62 Miles. | | | | Newport, 40 Miles. | | | | Sawbridgeworth, 27 Miles. | | | |
|-------------------------------|--------------------|----------------|-------------------------|-------------|--------------------|----------------|-------------------------|-------------|---------------------------|----------------|-------------------------|-------------|
| | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | |
| | C. R. s. d. | O. R. s. d. | C. R. d. | O. R. d. | C. R. s. d. | O. R. s. d. | C. R. d. | O. R. d. | C. R. s. d. | O. R. s. d. | C. R. d. | O. R. d. |
| | | Gall. | | | | Gall. | | | | Gall. | | |
| Milk - - - - - | - | - 1 | - | - | - | - 3 | - | - | - | - 3 | - | - |
| | Minimum, 10 d. | | - | - | Minimum, 8 d. | | - | - | Minimum, 8 d. | | - | - |
| Meat - - - - - | 4 9 | 2 5 | 0·91 | 0·46 | 4 9 | 2 5 | 1·42 | 0·72 | 4 9 | 2 5 | 2·11 | 1·07 |
| Dead Poultry - - - | | | | | | | | | | | | |
| Dead Rabbits - - - | | | | | | | | | | | | |
| Butter, Eggs - - - | 4 9 | - | 0·91 | - | 4 9 | - | 1·42 | - | 4 9 | - | 2·11 | - |
| Plants, and Flowers in Pots - | | | | | | | | | | | | |
| Fruit and Vegetables - - | | | | | | | | | | | | |
| Rabbits (alive) - - - | | | | | | | | | | | | |
| Pigeons and Live Poultry - | 4 9 | 2 5 | 0·91 | 0·46 | 4 9 | 2 5 | 1·42 | 0·72 | 4 9 | 2 5 | 2·11 | 1·07 |
| | Minimum, 56 lbs. | | | | | | | | | | | |

STATEMENT showing the RATES Charged for the Conveyance of Milk, Meat, and Sudbury, per Passenger

| DESCRIPTION. | March, 86 Miles. | | | | Manea, 80 Miles. | | | | Chatteris, 81 Miles. | | | |
|-------------------------------|--|----------------|-------------------------|-------------|---------------------------|----------------|-------------------------|-------------|---------------------------|----------------|-------------------------|-------------|
| | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | |
| | C. R. s. d. | O. R. s. d. | C. R. d. | O. R. d. | C. R. s. d. | O. R. s. d. | C. R. d. | O. R. d. | C. R. s. d. | O. R. s. d. | C. R. d. | O. R. d. |
| Milk - - - - - | 1 d. per Imperial gallon. Minimum charge, 10 d. | | | | 1 d. per Imperial gallon. | | | | 1 d. per Imperial gallon. | | | |
| Meat - - - - - | 4 9 | 2 5 | 0·66 | 0·33 | 4 9 | 2 5 | 0·71 | 0·36 | 4 9 | 2 5 | 0·70 | 0·35 |
| | Minimum, 56 lbs. | | | | | | | | | | | |
| Dead Poultry - - - | | | | | | | | | | | | |
| Dead Rabbits - - - | | | | | | | | | | | | |
| Butter, Eggs - - - | 4 9 | - | 0·66 | - | 4 9 | - | 0·71 | - | 4 9 | - | 0·70 | - |
| Plants, and Flowers in Pots - | | | | | | | | | | | | |
| Fruit and Vegetables - - | | | | | | | | | | | | |
| Rabbits (alive) - - - | | | | | | | | | | | | |
| Pigeons and Live Poultry - | 4 9 | 2 5 | 0·66 | 0·33 | 4 9 | 2 5 | 0·71 | 0·36 | 4 9 | 2 5 | 0·70 | 0·35 |
| | Minimum, 56 lbs. | | | | | | | | | | | |

Abbreviations.—C.R. Company's Risk. O.R. Owner's Risk. S. to S. Station to Station. C. and D. Collected and D-livered, (Charges regulated

Appendix, No. 24.

PAPERS handed in by the *Chairman*.

the ROYAL AGRICULTURAL SOCIETY of ENGLAND.

Poultry, Rabbits, &c., between London (Liverpool-street Station) and Melford, Newport, Romford, per Passenger Train, Great Eastern Railway.

| Roydon, 20 Miles. | | | | Theydon Bois, 15 Miles. | | | | Chelmsford, 30 Miles. | | | | Romford, 13 Miles. | | | |
|-------------------|---------------|-------------------------|-------------------------------|-------------------------|---------------|-------------------------|-------|-----------------------|---------------|-------------------------|-------|--------------------|---------------|-------------------------|-----------|
| Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | |
| C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. |
| s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. |
| Gall. | | | | Gall. | | | | | | | | | | | |
| 1 | - | - | - ¹ / ₂ | - | - | - | - | - | - | - | - | - | - | - | - |
| 2 | Minimum, 6 d. | | - | - | Minimum, 6 d. | | - | - | Minimum, 8 d. | | - | - | Minimum, 6 d. | | - |
| 3 | 1 5 | - 9 | 0·85 | 0·45 | 1 5 | - 9 | 1·13 | 0·60 | 4 9 | 2 5 | 1·90 | 0·96 | 1 5 | - 9 | 1·30 0·69 |
| 4 | 1 5 | - | 0·85 | - | 1 5 | - | 1·13 | - | 4 9 | - | 1·90 | - | 1 5 | - | 1·30 - |
| 5 | 1 5 | - 9 | 0·85 | 0·45 | 1 5 | - 9 | 1·13 | 0·60 | 4 9 | 2 5 | 1·90 | 0·96 | 1 5 | - 9 | 1·30 0·69 |

Poultry, &c., between London and March, Manea, Chatteris, Cambridge, Bury, Train, Great Eastern Railway.

| Cambridge, 56 Miles. | | | | Bury, 78 Miles. | | | | Sudbury, 50 Miles. | | | |
|----------------------|---------------------------|-------------------------|-------|-----------------|---------------------------|-------------------------|-------|--------------------|---------------------------|-------------------------|-----------|
| Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | | Rate per Cwt. | | Rate per Cwt. per Mile. | |
| C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. | C. R. | O. R. |
| s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. |
| 1 | 1 d. per Imperial gallon. | | | - | 1 d. per Imperial gallon. | | | - | 1 d. per Imperial gallon. | | |
| 2 | 4 9 | 2 5 | 1·01 | 0·51 | 4 9 | 2 5 | 0·73 | 0·37 | 4 9 | 2 5 | 0·96 0·49 |
| 3 | 4 9 | - | 1·01 | - | 4 9 | - | 0·73 | - | 4 9 | - | 0·96 - |
| 4 | 4 9 | 2 5 | 1·01 | 0·51 | 4 9 | 2 5 | 0·73 | 0·37 | 4 9 | 2 5 | 0·96 0·49 |

Merchandise. S. Special Class. M. Mineral Class, 1st, 2nd, 3rd, 4th, and 5th Classes. (Classification of Merchandise according to same.)

No. 2.—STATEMENT showing the RATES Charged from London (Camden) to other Stations
Turnips, Onions, Peas, Mangel-Wurzel

| DESCRIPTION. | QUANTITIES. | Oxford, 77 Miles. | | Bletchley, 46 Miles. | | |
|--|---|-------------------|------------------------|----------------------|------------------------|----|
| | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | |
| | | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>d.</i> | |
| Vegetables,—Potatoes (old), Carrots, Onions (not peeled for pickling), Mangel-Wurzel, Parsnips, and Turnips. | 3 tons and above (loose) - - - | 9 2 | 1.42 | 8 4 | 2.17 | 1 |
| Ditto - - ditto - - - | 2-ton lots and above (packed) - - | 9 2 | 1.42 | 8 4 | 2.17 | 2 |
| Ditto - - ditto - - - | Less than 2-ton lots (packed), including collection and delivery. | 16 8 | 2.59 | 15 - | 3.91 | 3 |
| Peas and other Vegetables - - | 2-ton lots and above (packed) - - | 9 2 | 1.42 | 8 4 | 2.17 | 4 |
| Ditto - - ditto - - - | 1 ton to 2-ton lots (packed), including collection and delivery. | 16 8 | 2.59 | 15 - | 3.91 | 5 |
| Ditto - - ditto - - - | Under 1 ton (packed), including collection and delivery. | 20 - | 3.11 | 16 8 | 4.34 | 6 |
| Potatoes (new) during the months of April, May, and June. | 2-ton lots and above (packed), including collection and delivery. | 16 8 | 2.59 | 15 - | 3.91 | 7 |
| Grain - - - - - | 2-ton lots - - - - - | 9 2 | 1.42 | 6 8 | 1.63 | 8 |
| | 2-ton lots, collected in London - - | - - | - - | - - | - - | 9 |
| Home-grown - - - - | 4-ton lots - - - - - | - - | - - | - - | - - | 10 |
| | 4-ton lots - - - - - | - - | - - | - - | - - | 11 |
| Foreign-grown - - - - | 4-ton lots } Collected by barge in London - - - - | - - | - - | - - | - - | 12 |
| | 5-ton lots } Collected by barge in London - - - - | 12 6 | 1.94 | 8 9 | 2.28 | 13 |
| | | | | | | 14 |

| DESCRIPTION. | QUANTITIES. | Atherstone, 101 Miles. | | Cambridge, 91 Miles. | | |
|--|---|------------------------|------------------------|----------------------|------------------------|----|
| | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | |
| | | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>d.</i> | |
| Vegetables,—Potatoes (old), Carrots, Onions (not peeled for pickling), Mangel-Wurzel, Parsnips, and Turnips. | 3-tons and above (loose) - - - | 16 8 | 1.98 | 11 8 | 1.53 | 1 |
| Ditto - - ditto - - - | 2-ton lots and above (packed) - - | 16 8 | 1.98 | 11 8 | 1.53 | 2 |
| Ditto - - ditto - - - | Less than 2-ton lots (packed) including collection and delivery. | 22 6 | 2.67 | 17 6 | 2.30 | 3 |
| Peas and other Vegetables - - | 2-ton lots and above (packed) - - | 16 8 | 1.98 | 11 8 | 1.53 | 4 |
| Ditto - - ditto - - - | 1-ton to 2-tons lots (packed), including collecting and delivery. | 22 6 | 2.67 | 17 6 | 2.30 | 5 |
| Ditto - - ditto - - - | Under 1 ton (packed), including collecting and delivery. | 25 - | 2.97 | 21 8 | 2.85 | 6 |
| Potatoes (new), during the months of April, May, and June. | 2 ton lots and above (packed), including collection and delivery. | 22 6 | 2.67 | 17 6 | 2.30 | 7 |
| Grain - - - - - | 2-ton lots - - - - - | 16 8 | 1.98 | 11 8 | 1.53 | 8 |
| | 2-ton lots, collected in London - - | - - | - - | - - | - - | 9 |
| Home-grown - - - - | 4-ton lots - - - - - | - - | - - | 9 2 | 1.20 | 10 |
| | 4-ton lots - - - - - | - - | - - | 7 6 | 0.98 | 11 |
| Foreign-grown - - - - | 4-ton lots } Collected by barge in London - - - - | 10 10 | 1.28 | - - | - - | 12 |
| | 5-ton lots } Collected by barge in London - - - - | - - | - - | - - | - - | 13 |
| | | | | | | 14 |

* Potatoes, Carrots, Mangel-wurzel, and Turnips to Peterborough, in 5-ton lots, 7 s. 6 d. per ton.
Potatoes (Old) to Cambridge, 5-ton lots, 8 s. 4 d. per ton.
Carrots, Turnips, and Mangel-wurzel, 5-ton loads, 8 s. 4 d. per ton to Cambridge.
Carrots, Turnips, and Mangel-wurzel to Bedford, 7 s. 6 d. per ton, 2 tons and upwards.

on London and North Western Railway for Vegetables, Potatoes, Carrots, Parsnips, and Grain (Loose and Packed).

| | Shrewsbury, 161 Miles. | | Stafford, 132 Miles. | | Peterborough, 100 Miles. | | Oundle, 96 Miles. | | Leicester, 114 Miles. | |
|----|------------------------|------------------------|----------------------|------------------------|--------------------------|------------------------|-------------------|------------------------|-----------------------|------------------------|
| | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. |
| 1 | 25 - c. & d. | 1·86 | 20 - | 1·81 | * 12 6 | 1·37 | 10 10 | 1·35 | 13 4 | 1·40 |
| 2 | 25 - | 1·86 | 20 - | 1·81 | 12 6 | 1·37 | 10 10 | 1·35 | 13 4 | 1·40 |
| 3 | 30 - c. & d. | 2·23 | 27 6 | 2·50 | 20 - | 2·20 | 17 6 | 2·18 | 21 8 | 2·28 |
| 4 | 25 - | 1·86 | 20 - | 1·81 | 12 6 | 1·37 | 12 6 | 1·56 | 13 4 | 1·40 |
| 5 | 30 - c. & d. | 2·23 | 27 6 | 2·50 | 20 - | 2·20 | 17 6 | 2·18 | 21 8 | 2·28 |
| 6 | 35 - | 2·60 | 32 6 | 2·95 | 23 4 | 2·56 | 20 - | 2·50 | 26 8 | 2·80 |
| 7 | 30 - | 2·23 | 27 6 | 2·50 | 20 - | 2·20 | 17 6 | 2·18 | 21 8 | 2·28 |
| 8 | 15 - | 1·11 | 23 4 | 2·12 | 12 6 | 1·37 | 12 6 | 1·56 | 11 8 | 1·22 |
| 9 | 18 4 | 1·36 | — | — | — | — | — | — | — | — |
| 10 | — | — | — | — | — | — | — | — | — | — |
| 11 | — | — | — | — | — | — | — | — | — | — |
| 12 | - - | - - | - - | - - | - - | - - | 9 6 | 1·18 | 10 10 | 1·14 |
| 13 | - - | - - | - - | - - | 10 - | 1·10 | — | — | — | — |
| 14 | — | — | — | — | — | — | — | — | — | — |

| | Old North Road, 86 Miles. | | Bedford, 62 Miles. | | Leighton, 30 Miles. | | Birmingham, 112 Miles. | | Coventry, 93 Miles. | |
|----|---------------------------|------------------------|--------------------|------------------------|---------------------|------------------------|------------------------|------------------------|---------------------|------------------------|
| | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. |
| 1 | 8 4 | 1·16 | 8 4 | 1·61 | 6 8 | 2·05 | 19 2 | 2·05 | 13 4 | 1·72 |
| 2 | 8 4 | 1·16 | 8 4 | 1·61 | 6 8 | 2·05 | 19 2 | 2·05 | 13 4 | 1·72 |
| 3 | 15 10 | 2·20 | 15 - | 2·90 | 15 - | 4·61 | 22 6 c. & d. | 2·41 | 21 8 | 2·79 |
| 4 | 8 4 | 1·16 | 8 4 | 1·61 | 6 8 | 2·05 | 19 2 c. & d. | 2·05 | 13 4 | 1·72 |
| 5 | 15 10 | 2·20 | 15 - | 2·90 | 15 - | 4·61 | 22 6 | 2·41 | 21 8 | 2·79 |
| 6 | 18 4 | 2·55 | 17 6 | 3·38 | 16 8 | 5·12 | 28 4 | 3·03 | 26 8 | 3·44 |
| 7 | 15 10 | 2·20 | 15 - | 2·90 | 15 - | 4·61 | 22 6 | 2·41 | 21 8 | 2·79 |
| 8 | 8 4 | 1·16 | 7 6 | 1·45 | 6 8 | 5·12 | 13 10 | 1·48 | 10 10 | 1·39 |
| 9 | — | — | — | — | — | — | — | — | — | — |
| 10 | — | — | — | — | — | — | — | — | — | — |
| 11 | — | — | — | — | — | — | — | — | — | — |
| 12 | 7 6 | 1·04 | - - | - - | 5 - | 1·53 | — | — | — | — |
| 13 | - - | - - | - - | - - | - - | - - | - - | - - | 12 6 | 1·61 |
| 14 | - - | - - | - - | - - | - - | - - | 13 10 | 1·48 | — | — |

No. 3.—STATEMENT showing the RATES charged to and from Stratford Market (Great Eastern) and the Stations (Great Eastern) named, for Vegetables, Potatoes, Carrots, Onions, Parsnips, and Turnips, for Domestic Purposes; also for the same Roots, and Mangel-Wurzels and Swedes for Horse and Cattle Feeding.

| DESCRIPTION. | Downham, 85 Miles. | | Epping, 13 Miles. | | Great Chesterford, 44 Miles. | | Hale End, 7 Miles. | | Huntingdon, 74 Miles. | | Harold Wood, 12 Miles. | |
|---|-----------------------|------------------------------------|----------------------|------------------------------------|------------------------------------|------------------------------------|-----------------------|------------------------------------|--------------------------|------------------------------------|---------------------------|------------------------------------|
| | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. |
| Vegetables of all descriptions, packed in two-ton lots, including cartage in London within ordinary limits. | 10 10 | 152 | 6 8 | 615 | 9 2 | 250 | 4 2 | 714 | 11 8 | 189 | 5 10 | 583 |
| Vegetables of all descriptions, packed in less than two-ton lots, including cartage in London within ordinary limits. | 15 — | 211 | 10 — | 923 | 12 6 | 340 | 7 6 | 1285 | — | — | 9 2 | 916 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of two tons and upwards. | 8 4 | 117 | 4 7 | 423 | 7 1 | 193 | 3 0 | 612 | — | — | 4 7 | 453 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of five tons and upwards. | 7 6 | 105 | 3 9 | 346 | 5 10 | 159 | 2 11 | 500 | 10 — | 162 | 3 4 | 333 |
| Mangel-wurzels, parsnips, turnips, carrots, and other roots for horse and cattle feeding, in truck loads of five tons and upwards. | 5 10 | 82 | 3 4 | 307 | 4 7 | 125 | 2 6 | 428 | 7 6 | 121 | 2 11 | 291 |

| DESCRIPTION. | Peterborough, 99 Miles. | | Melton, 77 Miles. | | Hartwell, 23 Miles. | | Roxden, 19 Miles. | | Enfield, 19 Miles. | | Hford, 4 Miles. | |
|---|----------------------------|------------------------------------|----------------------|------------------------------------|------------------------|------------------------------------|----------------------|------------------------------------|-----------------------|------------------------------------|---------------------|------------------------------------|
| | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. |
| Vegetables of all descriptions, packed in two-ton lots, including cartage in London within ordinary limits. | 12 6 | 151 | 10 5 | 162 | 5 5 | 282 | 7 1 | 447 | 3 9 | 500 | 3 9 | 1125 |
| Vegetables of all descriptions, packed in less than two-ton lots, including cartage in London within ordinary limits. | — | — | 14 7 | 227 | — | — | 8 9 | 552 | — | — | 7 1 | 2125 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of two tons and upwards. | — | — | 7 11 | 123 | — | — | 5 — | 315 | — | — | 3 9 | 1125 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of five tons and upwards. | 10 — | 121 | 7 1 | 110 | 5 — | 200 | 4 — | 252 | 3 4 | 444 | 2 6 | 750 |
| Mangel-wurzel, parsnips, turnips, carrots, and other roots for horse and cattle feeding, in truck loads of five tons and upwards. | 10 — | 121 | 5 5 | 84 | 4 — | 203 | 3 4 | 210 | 2 11 | 388 | 2 6 | 750 |

No. 4.—STATEMENT showing the RATES charged to and from Loudon (Great Eastern) and the Stations (Great Eastern) named, for Vegetables (of all descriptions), Potatoes, Carrots, Onions, Parsnips, and Turnips, for Domestic Purposes; also for the same Roots, and for Mangel-Wurzels and Swedes for Horse and Cattle Feeding.

| DESCRIPTION. | Downham, 86 Miles. | | Epping, 16 Miles. | | Great Chesterford, 45 Miles. | | Hale End, 8 Miles. | | Huntingdon, 75 Miles. | | Harold Wood, 15 Miles. | |
|---|---------------------------|------------------------------------|----------------------|------------------------------------|------------------------------------|------------------------------------|-----------------------|------------------------------------|--------------------------|------------------------------------|---------------------------|------------------------------------|
| | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. |
| Vegetables of all descriptions, packed in two-ton lots, including cartage in London within ordinary limits. | 15 - | 2-00 | 10 10 | 8-12 | 13 4 | 3-55 | 8 4 | 12-50 | 15 8 | 2-50 | 10 - | 8-00 |
| Vegetables of all descriptions, packed in less than two-ton lots, including cartage in London within ordinary limits. | 19 2 | 2-67 | 14 2 | 10-62 | 10 8 | 4-44 | 11 8 | 17-50 | - | - | 13 4 | 10-66 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips for domestic purposes, in truck loads of two tons and upwards. | 9 2 | 1-27 | 5 5 | 4-06 | 7 11 | 2-11 | 4 2 | 6-25 | - | - | 5 - | 4-00 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of five tons and upwards. | 8 4 | 1-16 | 4 2 | 3-12 | 6 8 | 1-77 | 3 4 | 5-00 | 8 4 | 1-33 | 3 9 | 3-00 |
| Mangel-wurzels, parsnips, turnips, carrots, and other roots for horse and cattle feeding, in truck loads of five tons and upwards. | 6 8 | 0-93 | 3 0 | 2-81 | 5 - | 1-33 | 2 11 | 4-37 | 8 4 | 1-33 | 3 4 | 2-00 |
| DESCRIPTION. | Peterboro', 100 Miles. | | Melton, 80 Miles. | | Hertford, 24 Miles. | | Roydon, 20 Miles. | | Enfield, 10 Miles. | | Ilford, 7 Miles. | |
| | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. |
| Vegetables of all descriptions, packed in two-ton lots, including cartage in London within ordinary limits. | 16 6 | 1-98 | 14 7 | 2-16 | 9 5 | 4-70 | 11 3 | 6-75 | 7 9 | 9-30 | 7 11 | 13-57 |
| Vegetables of all descriptions, packed in less than two-ton lots, including cartage in London within ordinary limits. | - | - | 18 9 | 2-21 | - | - | 12 11 | 7-75 | - | - | 11 3 | 19-28 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of two tons and upwards. | - | - | 8 9 | 1-31 | - | - | 5 10 | 3-50 | - | - | 4 2 | 7-14 |
| Carrots, onions (not peeled for pickling), potatoes, parsnips, and turnips, for domestic purposes, in truck loads of five tons and upwards. | 10 10 | 1-30 | 7 11 | 1-18 | 5 5 | 2-70 | 4 5 | 2-65 | 3 9 | 4-50 | 2 11 | 5-00 |
| Mangel wurzels, parsnips, turnips, carrots, and other roots for horse and cattle feeding, in truck loads of five tons and upwards. | 10 10 | 1-30 | 6 3 | 0-93 | 4 5 | 2-20 | 3 9 | 2-25 | 3 4 | 4-00 | 2 11 | 5-00 |

No. 5.—STATEMENT showing the RATES charged by the London, Chatham, and Dover Railway and South Eastern Railway Companies, also the Great Western Railway Company, for the Carriage of Grain, Malt, and Hops between the Stations named.

| STATIONS. | | Railway Company, &c. | | Description of Traffic. | Rates charged. | | REMARKS. |
|---------------------|-------------------|----------------------|-----------|-------------------------|---------------------------------------|------------------------|---|
| From | To | Company. | Distance. | Quantities. | Rate per Ton. | Rate per Ton per Mile. | |
| Bricklayer's Arms - | Tunbridge Wells | South Eastern | 34 | 2-ton lots - | c. r. — s. d. 6 8 | d. 2·35 | Special Class, S. to S., Competitive traffic |
| | | | | 4-ton lots - | | | |
| | | | | — { Grain and Malt } | | | |
| Tunbridge Wells - | Bricklayer's Arms | South Eastern | 34 | Hops - | 2 9 per pocket, about 2 cwt. each. | 9·70 | Third Class - ditto - - ditto - |
| | | | | — | | | |
| Bricklayer's Arms - | Edenbridge | South Eastern | 33 | 2-ton lots - | 5 10 | 2·12 | Special Class, S. to S., Non-competitive traffic. |
| | | | | 4-ton lots - | | | |
| Edenbridge - | Bricklayer's Arms | South Eastern | 33 | Hops - | 5 - | 1·81 | Third Class - ditto - - ditto. |
| | | | | — | | | |

London, Brighton, and South Coast, and South Eastern.

| | | | | | | | | | | | | |
|--|-----|-----------|-----|--------------------------------|-----|--|---|---------------------------|----|---|------|---|
| O. 54. Blackfriars | - - | Wrotham - | - - | London, Chatham, and Dover. | 30 | 2-ton lots | - | - {Grain} and Malt} | 5 | - | 2-00 | Special Class, S. to S., Non-competitive traffic. |
| | | | | | | 4-ton lots | - | - | 3 | 9 | 1-50 | - ditto - - ditto - - ditto. |
| | | | | | | Hops | - | - | 13 | 4 | 5-33 | Third Class - ditto - - ditto. |
| | | | | | | 2-ton lots | - | - {Grain} and Malt} | 5 | - | 1-50 | Special Class, S. to S., Competitive traffic |
| Flushing (Holland) | - - | Maidstone | - - | London, Chatham, and Dover. | 40 | 4-ton lots | - | - {Grain} and Malt} | 4 | - | 1-20 | - ditto - - ditto - - ditto |
| | | | | | | Hops | - | - | 13 | 4 | 4-00 | Third Class - ditto - - ditto |
| | | | | | | Walnuts, Apples, &c. &c., Plums, Pears. | - | - | 12 | 6 | - | Estimated growth of potatoes and broccoli in Cornwall, 30,000 tons annually, sent to London and the north, 15,000 L. (about) more charged for carriage of home produce as against foreign. |
| | | | | | | - ditto - ditto | - | - | 25 | - | 6-00 | |
| Queenboro' (London Chatham and Dover). | - - | London | - - | London, Chatham, and Dover. | 50 | Potatoes | - | - | 45 | - | 1-64 | |
| | | | | | | Brocoli | - | - | 40 | - | 1-46 | |
| Penzance (Great Western). | - - | London | - - | Great Western | 328 | Brocoli | - | - | 35 | - | - | Brocoli takes more room in steamers than potatoes. |
| | | | | | | Potatoes | - | - | 30 | - | - | |
| Jersey or Cherbourg | - - | London | - - | Great Western | - | Brocoli | - | - | 35 | - | - | Brocoli takes more room in steamers than potatoes. |
| | | | | | | Potatoes | - | - | 30 | - | - | |

No. 6.—STATEMENT showing RATES charged for Carriage of Butter, Vegetables, Poultry,

| DESCRIPTION. | Class. | | Ipswich, 65 Miles. | | | | Harwich, 66 Miles. | | | | Hadleigh, 66 Miles. | | | | | | | | | | | | | | | | |
|---|--------|------|--------------------|----|------------------------|----|--------------------|----|------------------------|----|---------------------|----|------------------------|----|----|----|---|----|----|---|----|---|---|----|---|----|----|
| | | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Butter : | C.R. | O.R. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | | | | | | | | | | | |
| In baskets, flats and hampers, and in tubs without lids. | 4th | - | 33 | 4 | - | 6 | 15 | - | 33 | 4 | - | 6 | 06 | - | 33 | 4 | - | 6 | 06 | - | 1 | | | | | | |
| In crocks - | 5th | - | 36 | 8 | - | 6 | 76 | - | 38 | 4 | - | 7 | 12 | - | 38 | 4 | - | 7 | 12 | - | 2 | | | | | | |
| In crocks in wood, and in crocks when packed with straw in baskets. | 3rd | - | 17 | 6 | - | 3 | 23 | - | 21 | 8 | - | 3 | 93 | - | 20 | 8 | - | 4 | 84 | - | 3 | | | | | | |
| (Exceptional Rate.) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| In cools - | 3rd | - | 17 | 6 | - | 3 | 23 | - | 21 | 8 | - | 3 | 93 | - | 26 | 8 | - | 4 | 84 | - | 4 | | | | | | |
| In casks and boxes, and tubs with lids. | 2nd | - | 17 | 1 | - | 3 | 15 | - | 18 | 9 | - | 3 | 40 | - | 23 | 0 | - | 4 | 31 | - | 5 | | | | | | |
| In casks and boxes, and tubs with lids (except. equal rates, C. D.) | - | - | 11 | 8 | - | 2 | 15 | - | 16 | 10 | - | 3 | 06 | - | 20 | 10 | - | 3 | 78 | - | 6 | | | | | | |
| Poultry : | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alive - | 5th | - | 36 | 8 | - | 6 | 76 | - | 38 | 4 | - | 7 | 12 | - | 38 | 4 | - | 7 | 12 | - | 7 | | | | | | |
| Dead - | 4th | - | 33 | 4 | - | 6 | 15 | - | 33 | 4 | - | 6 | 06 | - | 33 | 4 | - | 6 | 06 | - | 8 | | | | | | |
| Eggs : | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| In hampers and sieves - | 4th | 3rd | 33 | 4 | 17 | 6 | 6 | 15 | 3 | 23 | 33 | 4 | 21 | 8 | 6 | 06 | 3 | 93 | 33 | 4 | 20 | 8 | 6 | 06 | 4 | 8 | 9 |
| In crates and boxes - | 3rd | - | 21 | 8 | - | 4 | 00 | - | 21 | 8 | - | 3 | 93 | - | 26 | 8 | - | 4 | 84 | - | 10 | | | | | | |
| Vegetables : | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carrots, mangel-wurzels, onions (not peeled for pickling), parsnips, potatoes (old), and turnips: Loose, less than 3 tons, S. to S.. | 1st | - | 15 | - | - | 2 | 76 | - | 15 | 10 | - | 2 | 87 | - | 17 | 6 | - | 3 | 18 | - | 11 | | | | | | |
| „ above 3 tons - | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 60 | - | 12 | | | | | | |
| Carrots, mangel-wurzel, onions, (not peeled for pickling), parsnips, potatoes (old), and turnips: Packed, less quantities than 2 tons | 1st | - | 15 | - | - | 2 | 76 | - | 15 | 10 | - | 2 | 87 | - | 17 | 6 | - | 3 | 18 | - | 13 | | | | | | |
| Packed, in lots of 2 tons and above | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 60 | - | 14 | | | | | | |
| Note—Exceptional rates for potatoes (old) apply also to carrots, mangel-wurzel, onions not peeled, &c.), parsnips, and turnips. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Vegetables not otherwise provided for : | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Loose, less quantities than 3 tons, S. to S. | 1st | - | 15 | - | - | 2 | 76 | - | 15 | 10 | - | 2 | 87 | - | 17 | 6 | - | 3 | 18 | - | 15 | | | | | | |
| Lots of 3 tons and above - | S. | - | 9 | 2 | - | 1 | 60 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 16 | | | | | | |
| Packed in lots of 3 cwt., or under | 3rd | - | 21 | 8 | - | 4 | 00 | - | 21 | 8 | - | 3 | 93 | - | 20 | 8 | - | 4 | 84 | - | 17 | | | | | | |
| Above 3 cwt., and under 1 ton * | 2nd | - | 17 | 1 | - | 3 | 15 | - | 18 | 9 | - | 3 | 40 | - | 23 | 9 | - | 4 | 31 | - | 18 | | | | | | |
| * Not to be charged less than as for 3 cwt., at 3rd class. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 ton and under 2 tons - | 1st | - | 15 | - | - | 2 | 76 | - | 15 | 10 | - | 2 | 87 | - | 17 | 6 | - | 3 | 18 | - | 19 | | | | | | |
| 2 tons and above, except as follows : | S. | - | 9 | 2 | - | 1 | 63 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 20 | | | | | | |
| New potatoes, in casks, baskets, and hampers, in 2-ton lots and above, sent during the months of April, May, and June. | 1st | - | 15 | - | - | 2 | 76 | - | 15 | 10 | - | 2 | 87 | - | 17 | 6 | - | 3 | 18 | - | 21 | | | | | | |
| Potatoes in hampers and peds of not less than 1 cwt. each. | 3rd | - | 21 | 8 | - | 4 | 00 | - | 21 | 8 | - | 3 | 93 | - | 26 | 8 | - | 4 | 84 | - | 22 | | | | | | |
| Meat : (Fresh) - | 4th | - | 33 | 4 | - | 6 | 15 | - | 33 | 4 | - | 6 | 06 | - | 33 | 4 | - | 6 | 06 | - | 23 | | | | | | |
| Grain : (Flour, &c.) - | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 24 | | | | | | |
| Seeds : | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Agricultural, clover and field - | 2nd | 1st | 17 | 1 | 15 | - | 3 | 15 | 2 | 76 | 18 | 9 | 15 | 10 | 3 | 40 | 2 | 87 | 23 | 9 | 17 | 6 | 4 | 31 | 3 | 18 | 25 |
| Hemp, mustard for grinding - | 1st | - | 15 | - | - | 2 | 76 | - | 15 | 10 | - | 2 | 87 | - | 17 | 6 | - | 3 | 18 | - | 26 | | | | | | |
| Carraway, coriander, and cummin | 3rd | - | 21 | 8 | - | 4 | 00 | - | 21 | 8 | - | 3 | 93 | - | 20 | 8 | - | 4 | 84 | - | 27 | | | | | | |
| Canary - | 2nd | - | 17 | 1 | - | 3 | 15 | - | 18 | 9 | - | 3 | 40 | - | 23 | 9 | - | 4 | 31 | - | 28 | | | | | | |
| Flax (not for crushing for oil) - | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 29 | | | | | | |
| Flax (for crushing for oil) † - | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 30 | | | | | | |
| Cotton (for crushing for oil) † - | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 31 | | | | | | |
| Fenugreek, lins. ed - | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 32 | | | | | | |
| Rapeseed (not for crushing for oil) | S. | - | 0 | 2 | - | 1 | 69 | - | 0 | 2 | - | 1 | 66 | - | 0 | 2 | - | 1 | 66 | - | 33 | | | | | | |
| Rapeseed (for crushing for oil) † | S. | - | 9 | 2 | - | 1 | 69 | - | 9 | 2 | - | 1 | 66 | - | 9 | 2 | - | 1 | 66 | - | 34 | | | | | | |
| Seeds not otherwise specified - | 4th | - | 33 | 4 | - | 6 | 15 | - | 33 | 4 | - | 6 | 06 | - | 33 | 4 | - | 6 | 06 | - | 35 | | | | | | |
| † Special grain rates apply also. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wool, also alpaca, goat's, mohair - | 2nd | - | 17 | 1 | - | 3 | 15 | - | 18 | 9 | - | 3 | 40 | - | 23 | 9 | - | 4 | 31 | - | 36 | | | | | | |
| Dressed and carded, and hatter's, or fur of rabbits. | 3rd | - | 21 | 8 | - | 4 | 00 | - | 21 | 8 | - | 3 | 93 | - | 26 | 8 | - | 4 | 84 | - | 37 | | | | | | |
| Horses : | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gent's - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 38 | | | | | | |
| Trader's - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 39 | | | | | | |

Grain, Wool, &c., by Goods Trains between Stratford and the Great Eastern Stations named below.

| | Braintree, 41 Miles. | | | | Brentwood, 15 Miles. | | | | Colchester, 48 Miles. | | | | Melford, 58 Miles. | | | |
|----|----------------------|----|------------------------|------|----------------------|----|------------------------|-------|-----------------------|----|------------------------|----|--------------------|------|------------------------|-----|
| | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | |
| | s. | d. | d. | d. | s. | d. | d. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| 1 | 26 | 8 | - | 7-80 | - | 15 | - | 12-00 | - | 20 | 2 | - | 7-29 | - | 31 | 8 |
| 2 | 31 | 8 | - | 9-26 | - | 17 | 6 | 14-00 | - | 33 | 4 | - | 8-33 | - | 36 | 8 |
| 3 | 20 | - | - | 9-75 | - | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 4 | 20 | - | - | 9-75 | - | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 5 | 17 | 11 | - | 5-24 | - | 11 | 3 | 9-00 | - | 17 | 11 | - | 4-47 | - | 17 | 11 |
| 6 | 16 | 8 | - | 4-87 | - | 10 | - | 8-00 | - | 13 | 4 | - | 3-33 | - | - | - |
| 7 | 31 | 8 | - | 9-26 | - | 17 | 6 | 14-00 | - | 33 | 4 | - | 8-33 | - | 36 | 8 |
| 8 | 26 | 8 | - | 7-80 | - | 15 | - | 12-00 | - | 29 | 2 | - | 7-29 | - | 31 | 8 |
| 9 | 26 | 8 | 20 | 7-80 | 9-75 | 15 | - | 12-00 | 9-33 | 29 | 2 | 22 | 7-29 | 5-62 | 31 | 8 |
| 10 | 20 | - | - | 9-75 | - | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 11 | 15 | - | - | 4-30 | - | 10 | 10 | 8-66 | - | 15 | 10 | - | 3-95 | - | 15 | 10 |
| 12 | 9 | 2 | - | 2-68 | - | 5 | - | 4-00 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| | | | | | | 4 | 7 | 3-66 | - | | | | | | | |
| 13 | 15 | - | - | 4-30 | - | 10 | 10 | 8-66 | - | 15 | 10 | - | 3-95 | - | 15 | 10 |
| 14 | 9 | 2 | - | 2-68 | - | 5 | - | 4-00 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| | | | | | | 7 | 4 | 3-66 | - | | | | | | | |
| 15 | 15 | - | - | 4-30 | - | 10 | 10 | 8-66 | - | 15 | 10 | - | 3-95 | - | 15 | 10 |
| 16 | 9 | 2 | - | 2-68 | - | 5 | - | 4-00 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 17 | 20 | - | - | 9-75 | - | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 18 | 17 | 11 | - | 5-24 | - | 11 | 3 | 9-00 | - | 17 | 11 | - | 4-47 | - | 17 | 11 |
| 19 | 15 | - | - | 4-30 | - | 10 | 10 | 8-66 | - | 15 | 10 | - | 3-95 | - | 15 | 10 |
| 20 | 9 | 2 | - | 2-68 | - | 5 | - | 4-00 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 21 | 15 | - | - | 4-30 | - | 10 | 10 | 8-66 | - | 15 | 10 | - | 3-95 | - | 15 | 10 |
| 22 | 20 | - | - | 9-75 | - | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 23 | 26 | 8 | - | 7-80 | - | 15 | - | 12-00 | - | 29 | 2 | - | 7-29 | - | 20 | 10† |
| 24 | 9 | 2 | - | 2-68 | - | 5 | - | 4-00 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| | | | | | | 4 | 7 | 3-66 | - | | | | | | | |
| 25 | 17 | 11 | 15 | 5-24 | 4-30 | 11 | 3 | 9-00 | 8-0 | 17 | 11 | 15 | 4-47 | 3-95 | 17 | 11 |
| 26 | 15 | - | - | 4-30 | - | 10 | 10 | 8-66 | - | 15 | 10 | - | 3-95 | - | 15 | 10 |
| 27 | 20 | - | - | - | 5-85 | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 28 | 17 | 11 | - | 5-24 | - | 11 | 3 | 9-00 | - | 17 | 11 | - | 4-47 | - | 17 | 11 |
| 29 | 9 | 2 | - | 2-68 | - | 5 | - | 4-00 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 30 | 9 | 2 | - | 2-68 | - | 4 | 7 | 3-66 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 31 | 9 | 2 | - | 2-68 | - | 4 | 7 | 3-66 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 32 | 9 | 2 | - | 2-68 | - | 4 | 7 | 3-66 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 33 | 9 | 2 | - | 2-68 | - | 4 | 7 | 3-66 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 34 | 9 | 2 | - | 2-68 | - | 4 | 7 | 3-66 | - | 8 | 4 | - | 2-08 | - | 10 | - |
| 35 | 26 | 8 | - | 7-80 | - | 15 | - | 12-00 | - | 29 | 2 | - | 7-29 | - | 31 | 8 |
| 36 | 17 | 11 | - | 5-24 | - | 11 | 3 | 9-00 | - | 17 | 11 | - | 4-47 | - | 17 | 11 |
| 37 | 20 | - | - | 9-75 | - | 11 | 8 | 9-33 | - | 22 | 6 | - | 5-62 | - | 20 | - |
| 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 39 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

No. 7.—STATEMENT showing the RATES charged for the Carriage of Butter, Poultry, Grain,
Cambridge, Sudbury, Bury,

| DESCRIPTION. | Class. | | March, 86 Miles. | | | | | | |
|--|----------|------|---|----|---------------------------|------|------|------|----|
| | | | Rate per Ton. | | Rate per Ton per Mile. | | | | |
| | C.R. | O.R. | s. | d. | s. | d. | d. | d. | |
| Butter : | | | | | | | | | |
| In baskets, flats, and hampers, and in tubs without lids - | 4th | - | 40 | - | - | - | 5.58 | - | 1 |
| In crocks - - - - - | 5th | - | 50 | - | - | - | 6.97 | - | 2 |
| In crocks in wood, and in crocks when packed with straw in baskets. | 3rd | - | 31 | 8 | - | - | 4.41 | - | 3 |
| In cools - - - - - | 3rd | - | 31 | 8 | - | - | 4.41 | - | 4 |
| In casks and boxes and tubs with lids - - - - - | 2nd | - | 25 | - | - | - | 3.48 | - | 5 |
| Poultry : | | | | | | | | | |
| Alive - - - - - | 5th | - | 50 | - | - | - | 6.97 | - | 6 |
| Dead - - - - - | 4th | - | 40 | - | - | - | 5.58 | - | 7 |
| Eggs : | | | | | | | | | |
| In hampers and sieves - - - - - | 4th | 3 | 40 | - | 31 | 8 | 5.58 | 4.41 | 8 |
| In crates and boxes - - - - - | 3rd | - | 31 | 8 | - | - | 4.41 | - | 9 |
| Meat (fresh) - - - - - | 4th | - | 40 | - | - | - | 5.58 | - | 10 |
| Grain : | | | | | | | | | |
| In lots of 2 tons - - - - - | S. | - | 13 | 4 | - | - | 1.86 | - | 11 |
| In lots of 4 tons - - - - - | S. | - | 10 | - | - | - | 1.39 | - | 12 |
| In lots of 10 tons - - - - - | S. | - | 7 | 6 | - | - | 1.04 | - | 13 |
| In lots of 20 tons - - - - - | S. | - | 6 | 8 | - | - | 0.93 | - | 14 |
| | | | down only. | | | | | | |
| Seeds : | | | | | | | | | |
| Agricultural, clover and field - - - - - | 2nd | 1 | { Up to London, 23 s. 4 d. O.R. C.D. } | | | 3.25 | - | 15 | |
| Hemp, mustard for grinding - - - - - | 1st | - | { Up to London, Mustard Seed, 15 s. 2-ton lots, O.R. C.D. } | | | 2.09 | - | 16 | |
| Canary - - - - - | 2nd | - | 25 | - | - | - | 3.48 | - | 17 |
| Flax for, and not for, crushing for oil - - - - - | S. | - | 13 | 4 | - | - | 1.86 | - | 18 |
| Cotton, for crushing for oil - - - - - | S. | - | 13 | 4 | - | - | 1.86 | - | 19 |
| Fenugreek, linseed, rapeseed (not for crushing for oil) - - - - - | S. | - | 13 | 4 | - | - | 1.86 | - | 20 |
| Rapeseed for crushing for oil - - - - - | S. | - | 13 | 4 | - | - | 1.86 | - | 21 |
| Seeds not otherwise specified - - - - - | 4th | - | 40 | - | - | - | 5.58 | - | 22 |
| Wool : | | | | | | | | | |
| Also alpaca, goat's and mohair - - - - - | 2nd | - | 25 | - | - | - | 3.48 | - | 23 |
| Dressed and carded, and hatter's, or fur of rabbits - - - - - | 3rd | - | 31 | 8 | - | - | 4.41 | - | 24 |
| Mangel Wurzel. In lots of 4 tons, S. to S. - - - - - | S. to S. | - | 9 | 2 | - | - | 1.27 | - | 25 |
| Potatoes. In lots of 4 tons, S. to S. - - - - - | S. to S. | - | 11 | 8 | - | - | 1.62 | - | 26 |
| Carrots. In lots of 4 tons, S. to S. - - - - - | S. to S. | - | 11 | 8 | - | - | 1.62 | - | 27 |
| Turnips. In lots of 4 tons, S. to S. - - - - - | S. to S. | - | 11 | 8 | - | - | 1.62 | - | 28 |

Wool, &c., between London (Bishopsgate) Great Eastern, and March, Lynn, Manea, Chatteris, Swaffham, Diss, and Harwich.

| | Lynn, 97 Miles. | | | | Manea, 80 Miles. | | | | Chatteris, 81 Miles. | | Cambridge, 55 Miles. | | |
|----|-----------------|-------|------------------------|------|------------------|-------|------------------------|------|----------------------|------------------------|----------------------|------------------------|------|
| | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | |
| | s. d. | s. d. | | | s. d. | s. d. | | | s. d. | | s. d. | | |
| 1 | 45 | - | - | 5.56 | - | 36 8 | - | 5.50 | - | 30 - | 4.44 | 32 6 | 7.09 |
| 2 | 55 | - | - | 6.80 | - | 43 4 | - | 6.50 | - | 36 8 | 5.43 | 40 - | 8.72 |
| 3 | 35 | - | - | 4.32 | - | 35 - | - | 5.25 | - | 30 - | 4.44 | 25 - | 5.45 |
| 4 | 35 | - | - | 4.32 | - | 35 - | - | 5.25 | - | 30 - | 4.44 | 25 - | 5.45 |
| 5 | 26 8 | - | - | 3.29 | - | 25 5 | - | 3.81 | - | 23 9 | 3.51 | 21 8 | 4.72 |
| 6 | 55 | - | - | 6.80 | - | 43 4 | - | 4.16 | - | 36 8 | 5.43 | 40 - | 8.72 |
| 7 | 45 | - | - | 5.56 | - | 36 8 | - | 5.5 | - | 30 - | 4.44 | 32 6 | 7.09 |
| 8 | 45 | - | 35 - | 5.56 | 4.32 | 36 8 | 35 - | 5.5 | 5.25 | 30 - | 4.44 | 32 6 | 7.09 |
| 9 | 35 | - | - | 4.32 | - | 35 - | - | 5.25 | - | 30 - | - | 25 - | 5.45 |
| 10 | 45 | - | - | 5.50 | - | 36 8 | - | 5.50 | - | 30 - | - | 32 6 | 7.09 |
| 11 | 13 4 | - | - | 1.64 | - | 10 - | - | 1.50 | - | 9 2 | 1.35 | 9 2 | 2.00 |
| 12 | 10 - | - | - | 1.23 | - | 9 2 | - | 1.37 | - | 8 4 | 1.23 | 7 6 | 1.63 |
| 13 | 9 2 | - | - | 1.13 | - | - | - | - | - | - | - | 6 5 | 1.40 |
| 14 | 7 6 | - | - | 0.92 | - | - | - | - | - | - | - | Import, s. to s. | |
| 15 | 6 8 | - | - | 0.82 | - | 8 4 | - | 1.25 | - | 8 4 | 1.23 | 5 7 | 1.21 |
| 16 | - | - | - | - | - | - | - | - | - | - | - | Import, s. to s. | |
| 17 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 19 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 20 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 24 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 25 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 26 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 27 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 | - | - | - | - | - | - | - | - | - | - | - | - | - |

No. 7.—STATEMENT showing the Rates charged for the Carriage of Butter,

| DESCRIPTION. | Class. | | Sudbury, 58 Miles. | | | | | |
|---|--------|------|--------------------|----|----------|------------------------|------|----|
| | | | Rate per Ton. | | | Rate per Ton per Mile. | | |
| | | | s. | d. | s. | d. | d. | |
| Butter : | C.R. | O.R. | | | | | | |
| In baskets, flats, and hampers, and in tubs without lids - | 4th | - | 30 | - | - | - | 6-20 | 1 |
| In crocks - | 5th | - | 35 | - | - | - | 7-24 | 2 |
| In crocks in wood, and in crocks when packed with straw in baskets. | 3rd | - | 20 | - | - | - | 4-13 | 3 |
| In cools - | 3rd | - | 20 | - | - | - | 4-13 | 4 |
| In casks and boxes, and tubs with lids - | 2nd | - | 17 | 11 | - | - | 3-70 | 5 |
| Butter and lard in casks - | - | - | - | - | - | - | - | 6 |
| Poultry : | | | | | | | | |
| Alive - | 5th | - | 35 | - | - | - | 7-24 | 7 |
| Dead - | 4th | - | 30 | - | - | - | 6-20 | 8 |
| Eggs : | | | | | | | | |
| In hampers and sieves - | 4th | 3rd | 30 | - | 20 | - | 6-20 | 9 |
| In crates and boxes - | 3rd | - | 20 | - | - | - | 4-13 | 10 |
| Meat (fresh) - | 4th | - | 30 | - | - | - | 6-20 | 11 |
| Grain : | | | | | | | | |
| In lots of 2 tons - | S. | - | 8 | 4 | - | - | 1-72 | 12 |
| In lots of 4 tons - | S. | - | 7 | 6 | - | - | 1-55 | 13 |
| In lots of 10 tons - | S. | - | - | - | - | - | - | 14 |
| In lots of 20 tons - | S. | - | 6 | 8 | S. to S. | - | 1-37 | 15 |
| Seeds : | | | | | | | | |
| Agricultural, clover and field - | 2nd | 1st | 17 | 11 | 15 | 10 | 3-70 | 16 |
| Hemp, mustard for grinding - | 1st | - | 15 | 10 | - | - | 3-27 | 17 |
| Canary - | 2nd | - | 17 | 11 | - | - | 3-70 | 18 |
| Flax, for and not for crushing for oil - | S. | - | 9 | 2 | - | - | 1-89 | 19 |
| Cotton, for crushing, for oil - | S. | - | 9 | 2 | - | - | 1-89 | 20 |
| Fenugreek, linseed, rapeseed (for and not for crushing for oil). | S. | - | 9 | 2 | - | - | 1-89 | 21 |
| Seeds not otherwise specified - | 4th | - | 30 | - | - | - | 6-20 | 22 |
| Wool : | | | | | | | | |
| Also alpaca, goats, and mohair - | 2nd | - | 17 | 11 | - | - | 3-70 | 23 |
| Dressed and carded, and hatter's, or fur of rabbits - | 3rd | - | 20 | - | - | - | 4-13 | 24 |
| Mangel Wurzel. In lots of 4 tons, S. to S. - | S.S. | - | - | - | - | - | - | 25 |
| Potatoes. In lots of 4 tons, S. to S. - | S.S. | - | - | - | - | - | - | 26 |
| Carrots. In lots of 4 tons, S. to S. - | S.S. | - | - | - | - | - | - | 27 |
| Turnips. In lots of 4 tons, S. to S. - | S.S. | - | - | - | - | - | - | 28 |
| Onions - | S.S. | - | - | - | - | - | - | 29 |
| Cabbages - | S.S. | - | - | - | - | - | - | 30 |
| Parsnips - | S.S. | - | - | - | - | - | - | 31 |
| Potatoes (old). In lots of 5 tons, packed - | S.S. | - | - | - | - | - | - | 32 |
| Cheese - | - | - | - | - | - | - | - | 33 |

Poultry, Grain, Wool, &c., between London (Bishopsgate), Great Eastern, &c.—continued.

| | Bury, 78 Miles. | | | | Swaffham, 113 Miles. | | | | Diss, 95 Miles. | | | | Harwich, 70 Miles. | | | |
|----|---|-------|------------------------|-----|--|-------|------------------------|------|---|-------|------------------------|------|---|-------|------------------------|----|
| | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | |
| | s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. | s. d. | s. d. | d. | d. |
| 1 | 36 8 | - | 5-64 | - | 43 4 | - | 4-60 | - | 40 - | - | 5-05 | - | 33 4 | - | 5-71 | - |
| 2 | 41 8 | - | 6-41 | - | 50 - | - | 5-30 | - | 46 8 | - | 5-89 | - | 38 4 | - | 6-57 | - |
| 3 | 28 4 | - | 4-35 | - | 30 2 | - | 4-15 | - | 35 - | - | 4-42 | - | 21 8 | - | 3-71 | - |
| 4 | 28 4 | - | 4-35 | - | 39 2 | - | 4-15 | - | 35 - | - | 4-42 | - | 21 8* | - | 3-71 | - |
| 5 | 23 9 | - | 3-65 | - | 32 11 | - | 3-49 | - | 29 7 | - | 3-73 | - | 18 9 | - | 3-21 | - |
| 6 | - | - | - | - | - | - | - | - | - | - | - | - | 16 8* | - | 2-85 | - |
| 7 | 41 8 | - | 6-41 | - | 50 - | - | 5-30 | - | 46 8 | - | 5-89 | - | 33 4 | - | 6-57 | - |
| 8 | 36 8 | - | 5-64 | - | 43 4 | - | 4-60 | - | 40 - | - | 5-05 | - | 33 4 | - | 5-71 | - |
| 9 | 36 8 | 28 4 | 5-64 | 4-5 | 43 4 | 39 2 | 4-60 | 4-15 | 40 - | 35 - | 5-05 | 4-42 | 33 4 | 21 8 | 5-71 | - |
| 10 | 28 4 | - | 4-35 | - | 39 2 | - | 4-15 | - | 35 - | - | 4-42 | - | 21 8 | - | 3-71 | - |
| 11 | 36 8 | - | 5-64 | - | 43 4 | - | 4-60 | - | 40 - | - | 5-05 | - | 33 4 | - | 5-71 | - |
| 12 | 10 - | - | 1-53 | - | 10 - | - | 1-06 | - | 10 - | - | 1-26 | - | - | - | - | - |
| 13 | 9 2 | - | 1-41 | - | 9 2 | - | 0-97 | - | 9 2 | - | 1-15 | - | - | - | - | - |
| 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | 8 4, s. to s. down | - | 1-28 | - | 8 4 | - | 0-88 | - | 8 4 | - | 1-05 | - | - | - | - | - |
| 16 | {Seeds not in Special Class, 2-ton lots, o.r., 15 s., s. to s.} | | 2-30 | | {Grain and Seeds up to London, Special Class, 11 s. 10 d.} | | 1-25 | | 29 7 | - | 3-73 | - | {Grain and Seeds, Special, down, 8 s. 4 d. per ton, 2-ton lots -} | | 1-42 | |
| 17 | | | | | | | | | 24 2 | - | 3-05 | - | | | | |
| 18 | 23 9 | - | 3-65 | - | 32 11 | - | 3-49 | - | 29 7 | - | 3-73 | - | 18 9 | - | 3-21 | - |
| 19 | 13 4 | - | 2-05 | - | 14 2 | - | 1-50 | - | 13 4 | - | 1-68 | - | 9 2 | - | 1-57 | - |
| 20 | 13 4 | - | 2-05 | - | 14 2 | - | 1-50 | - | 13 4 | - | 1-68 | - | 9 2 | - | 1-57 | - |
| 21 | {10 10, 2-ton lots, s. to s.} | | 1-66 | | 14 2 | | 1-50 | | 13 4 | - | 1-68 | - | 9 2 | - | 1-57 | - |
| 22 | | | | | | | | | 36 8 | - | 5-64 | - | 43 4 | - | 4-60 | - |
| 23 | 23 9 | - | 3-65 | - | 32 11 | - | 3-49 | - | 29 7 | - | 3-73 | - | 18 9 | - | 3-21 | - |
| 24 | 28 4 | - | 4-35 | - | 39 2 | - | 4-15 | - | 35 - | - | 4-42 | - | 21 8 | - | 3-71 | - |
| 25 | - | - | - | - | - | - | - | - | - | - | - | - | {Extra labour and risk, 7 s. 6 d.} | | 1-28 | |
| 26 | - | - | - | - | - | - | - | - | {3-ton loose; 2-ton lots, packed, 10 s.} | | 1-26 | - | {Extra labour and risk, 7 s. 6 d.} | | 1-28 | |
| 27 | - | - | - | - | - | - | - | - | {Up to London, Special Class, full truck loads, extra labour and risk, 12 s. 6 d. p' ton} | | 1-57 | - | - | - | - | - |
| 28 | - | - | - | - | - | - | - | - | - | - | - | - | {Extra labour and risk, 7 s. 6 d., 4-ton lots} | | 1-28 | |
| 29 | - | - | - | - | - | - | - | - | - | - | - | - | 7 6 | - | 1-28 | |
| 30 | - | - | - | - | - | - | - | - | - | - | - | - | {Up to London, o.r., s. to s., 11 s. 8 d. per ton} | | 2-00 | |

No. 8.—STATEMENT showing the RATES for Cattle, &c., between Stratford (Great Eastern) and other Great Eastern Stations, enumerated below.

| DESCRIPTION. | Quantities, &c. | | Swaffham, 109 Miles. | | Harwich, 66 Miles. | | Ongar, 19 Miles. | | Romford, 9 Miles. | | Loughton, 8 Miles. | | Bishop's Stortford, 29 Miles. | |
|-------------------|-----------------|---------------------------------|-------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|----------------------------------|-------------------|
| | Vehicle. | Number of Cattle, Sheep, &c. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. |
| Cattle: | | | | | | | | | | | | | | |
| Lean, from London | Small truck - | 10 - | 50 5 | 5.55 | 31 8 | 5.75 | 9 2 | 5.78 | 6 - | 8.00 | 6 - | 9.00 | 13 11 | d. |
| Ditto - | Medium truck - | 12 - | 60 - | 6.60 | 38 - | 6.90 | 10 11 | 6.89 | 6 - | 8.00 | 6 - | 9.00 | 16 8 | 6.75 |
| Ditto - | Large truck - | Above 12 - | 69 3 | 7.62 | 45 - | 8.18 | 12 5 | 7.84 | 6 9 | 9.00 | 6 6 | 9.75 | 19 2 | 6.89 |
| Ditto - | Sheep cage - | - | 91 10 | 10.11 | 56 - | 10.18 | 16 10 | 10.63 | 8 6 | 11.33 | 7 8 | 11.50 | 25 2 | 7.98 |
| Fat, to London | Per head - | 7, 8, and above - | 9 6 | 1.04 | 6 6 | 1.18 | 3 6 | 2.21 | 2 2 | 2.88 | 3 - | 4.50 | 4 6 | 10.41 |
| | | | per head. | | per head. | | per head. | | per head. | | per head. | | per head. | 1.86 |
| Calves: | | | | | | | | | | | | | | |
| Lean, from London | Small truck - | 25 - | 50 5 | 5.35 | 31 8 | 5.75 | 9 2 | 5.78 | 6 - | 8.00 | 6 - | 9.00 | 13 11 | 5.75 |
| Ditto - | Medium truck - | 30 - | 60 - | 6.60 | 38 - | 6.90 | 10 11 | 6.89 | 6 - | 8.00 | 6 - | 9.00 | 16 8 | 6.89 |
| Ditto - | Large truck - | Above 30 - | 69 3 | 7.62 | 45 - | 8.18 | 12 5 | 7.84 | 6 9 | 9.00 | 6 6 | 9.75 | 19 2 | 7.98 |
| Ditto - | Sheep cage - | - | 91 10 | 10.11 | 56 - | 10.18 | 16 10 | 10.63 | 8 6 | 11.33 | 7 8 | 11.50 | 25 2 | 10.41 |
| Fat, to London | Per head - | 25 and above - | 4 9 | 0.52 | 3 3 | 0.59 | 1 9 | 1.10 | 1 - | 1.33 | 1 6 | 2.25 | 2 3 | 0.93 |
| | | | per head. | | per head. | | per head. | | per head. | | per head. | | per head. | |
| Sheep: | | | | | | | | | | | | | | |
| Lean, from London | Small truck - | 30 - | 50 5 | 5.55 | 31 8 | 5.75 | 9 2 | 5.78 | 6 - | 8.00 | 6 - | 9.00 | 13 11 | 5.75 |
| Ditto - | Medium truck - | 35 - | 60 - | 6.60 | 38 - | 6.90 | 10 11 | 6.89 | 6 - | 8.00 | 6 - | 9.00 | 16 8 | 6.89 |
| Ditto - | Large truck - | Above 35 - | 69 3 | 7.62 | 45 - | 8.18 | 12 5 | 7.84 | 6 9 | 9.00 | 6 6 | 9.75 | 19 2 | 7.98 |
| Ditto - | Sheep cage - | - | 91 10 | 10.11 | 56 - | 10.18 | 16 10 | 10.63 | 8 6 | 11.33 | 7 8 | 11.50 | 25 2 | 10.41 |
| Fat, to London | Per head - | 30 and above - | 1 6 | 0.16 | 1 2 | 0.21 | - 7 | 0.36 | - 5 | 0.55 | - 5 | 0.62 | - 8 | 0.27 |
| | | | per head. | | per head. | | per head. | | per head. | | per head. | | per head. | |
| Lambs: | | | | | | | | | | | | | | |
| Lean, from London | Small truck - | { 30 (G. E.) 40 (R. C. H.) } | 50 5 | 5.55 | 31 8 | 5.75 | 9 2 | 5.78 | 6 - | 8.00 | 6 - | 9.00 | 13 11 | 5.75 |
| Ditto - | Medium truck - | 50 - | 60 - | 6.60 | 38 - | 6.90 | 10 11 | 6.89 | 6 - | 8.00 | 6 - | 9.00 | 16 8 | 6.89 |
| Ditto - | Large truck - | Above 50 - | 69 3 | 7.62 | 45 - | 8.18 | 12 5 | 7.84 | 6 9 | 9.00 | 6 6 | 9.75 | 19 2 | 7.98 |
| Ditto - | Sheep cage - | - | 91 10 | 10.11 | 56 - | 10.18 | 16 10 | 10.63 | 8 6 | 11.33 | 7 8 | 11.50 | 25 2 | 10.41 |
| Fat, to London | Per head - | 40 and above - | 1 6 | 0.16 | 1 2 | 0.21 | - 7 | 0.36 | - 5 | 0.55 | - 5 | 0.62 | - 8 | 0.27 |
| | | | per head. | | per head. | | per head. | | per head. | | per head. | | per head. | |
| Pigs: | | | | | | | | | | | | | | |
| Lean, from London | Small truck - | 25 - | 72 8 | 8.00 | 44 - | 8.00 | 12 8 | 8.00 | 6 - | 9.00 | 6 - | 9.00 | 19 4 | 8.00 |
| Ditto - | Medium truck - | 20 - | 81 9 | 9.00 | 49 6 | 9.00 | 14 3 | 9.00 | 6 - | 8.00 | 6 - | 9.00 | 21 9 | 9.00 |
| Ditto - | Large truck - | 30 and above - | 93 - | 10.23 | 56 3 | 10.22 | 16 3 | 10.26 | 7 - | 9.00 | 7 - | 10.50 | 24 9 | 10.24 |
| Ditto - | Sheep cage - | - | 145 4 | 16.00 | - | - | 25 4 | 16.00 | 10 8 | 14.22 | 10 8 | 16.00 | 38 8 | 16.00 |
| Fat, to London | Small truck - | 25 - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ditto - | Medium truck - | 30 - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ditto - | Large truck - | 30 and above - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ditto - | Sheep cage - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| DESCRIPTION. | Quantities, &c. | | March, 84 Miles. | | Lynn, 96 Miles. | | Manen, 79 Miles. | | Cambridge, 54 Miles. | | Sudbury, 55 Miles. | | Chelmsford, 26 Miles. | |
|--------------|-------------------|------------------------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|----------------------|----------------|---------------------|----------------|-----------------------|----------------|
| | Vehicle. | Number of Cattle, Sheep, &c. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. | Rate per Truck, &c. | Rate per Mile. |
| Cattle : | Small truck - | 10 - | s. d. 6 6 per head. | d. 0.92 | s. d. 8 9 per head. | d. 1.09 | s. d. 37 5 | d. 5.68 | s. d. 28 3 | d. 6.27 | s. d. 24 11 | d. 5.43 | s. d. 12 6 | d. 5.76 |
| | Lean, from London | - | " | - | - | - | - | - | - | - | - | - | - | - |
| | Medium truck - | 12 - | " | - | - | - | 44 - | 6.68 | 32 - | 7.11 | 29 11 | 6.32 | 15 - | 6.92 |
| | Large truck - | Above 12 - | " | - | - | - | 52 3 | 7.93 | 37 9 | 8.38 | 34 5 | 7.50 | 17 3 | 7.96 |
| | Sheep cage - | - | " | - | - | - | - | - | - | - | 44 4 | 9.67 | 22 8 | 10.45 |
| Calves : | Per head - | 7, 8, and above - | " | - | - | - | 7 3 per head. | 1.10 | 5 - per head. | 1.12 | 5 - per head. | 1.09 | 4 - per head. | 1.84 |
| | Lean, from London | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Medium truck - | 25 - | 48 - | 6.85 | 52 - | 6.50 | - | - | 30 9 | 6.83 | 24 11 | 5.43 | 12 6 | 5.76 |
| | Large truck - | 30 - | 55 6 | 7.92 | 60 3 | 7.53 | - | - | 35 6 | 7.88 | 29 11 | 6.52 | 15 - | 6.92 |
| | Sheep cage - | Above 30 - | 64 9 | 9.25 | 70 6 | 9.00 | - | - | 44 6 | 9.22 | 34 5 | 7.50 | 17 3 | 7.96 |
| Sheep : | Per head - | 25 and above - | - | - | - | - | 3 9 per head. | 0.56 | 2 9 per head. | 0.61 | 2 6 per head. | 0.54 | 2 - per head. | 0.92 |
| | Lean, from London | - | 1 2 per head. | 0.16 | 1 3 per head. | 0.15 | - | - | 28 3 | 0.27 | 24 11 | 5.43 | 12 6 | 5.76 |
| | Medium truck - | 35 - | " | - | - | - | - | - | 32 - | 7.11 | 29 11 | 6.52 | 15 - | 6.92 |
| | Large truck - | Above 35 - | " | - | - | - | - | - | 37 9 | 8.38 | 34 5 | 7.50 | 17 3 | 7.96 |
| | Sheep cage - | - | " | - | - | - | 66 - | 10.02 | - | - | 44 4 | 9.67 | 22 8 | 10.45 |
| Lambs : | Per head - | 30 and above - | - | - | - | - | 1 1 per head. | 0.16 | - 11 per head. | 0.20 | 1 2 per head. | 0.25 | - 8 per head. | 0.30 |
| | Lean, from London | - | 1 2 per head. | 0.16 | 1 3 per head. | 0.15 | - | - | 28 3 | 0.27 | 24 11 | 5.43 | 12 6 | 5.76 |
| | Medium truck - | 50 - | " | - | - | - | - | - | 32 - | 7.11 | 29 11 | 6.52 | 15 - | 6.92 |
| | Large truck - | Above 50 - | " | - | - | - | - | - | 37 9 | 8.38 | 34 5 | 7.50 | 17 3 | 7.96 |
| | Sheep cage - | - | " | - | - | - | 66 - | 10.02 | - | - | 44 4 | 9.67 | 22 8 | 10.45 |
| Pigs : | Per head - | 40 and above - | " | - | - | - | 1 1 per head. | 0.16 | - 11 per head. | 0.20 | 1 2 per head. | 0.25 | - 8 per head. | 0.30 |
| | Lean, from London | - | 48 - | 6.85 | - | - | 52 - | 7.89 | 30 9 | 6.83 | 34 8 | 7.56 | 17 4 | 8.00 |
| | Medium truck - | 30 - | 55 6 | 7.92 | - | - | 58 6 | 8.88 | 35 6 | 7.88 | 39 - | 8.50 | 19 6 | 9.00 |
| | Large truck - | 30 and above - | 64 9 | 9.25 | - | - | 66 6 | 10.11 | 41 6 | 9.22 | 44 6 | 9.70 | 22 3 | 10.26 |
| | Sheep cage - | - | - | - | - | - | - | - | - | - | - | - | 34 8 | 16.00 |
| Pigs : | Small truck - | 25 - | - | - | - | - | 52 - | 7.89 | 30 9 | 6.83 | 34 8 | 7.56 | 17 4 | 8.00 |
| | Lean, from London | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Medium truck - | 30 - | - | - | - | - | 58 6 | 8.88 | 35 6 | 7.88 | 39 - | 8.50 | 19 6 | 9.00 |
| | Large truck - | 30 and above - | - | - | - | - | 66 6 | 10.11 | 41 6 | 9.22 | 44 6 | 9.70 | 22 3 | 10.26 |
| | Sheep cage - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Pigs : | Small truck - | 25 - | - | - | - | - | 52 - | 7.89 | 30 9 | 6.83 | 34 8 | 7.56 | 17 4 | 8.00 |
| | Lean, from London | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | Medium truck - | 30 - | - | - | - | - | 58 6 | 8.88 | 35 6 | 7.88 | 39 - | 8.50 | 19 6 | 9.00 |
| | Large truck - | 30 and above - | - | - | - | - | 66 6 | 10.11 | 41 6 | 9.22 | 44 6 | 9.70 | 22 3 | 10.26 |
| | Sheep cage - | - | - | - | - | - | - | - | - | - | - | - | - | - |

The minimum charge for a live stock waggon is 6 s., including disinfecting.
 Sheep cage will hold about double the quantity of a small truck.
 Show pigs per truck load 7, and 8.

No. 9.—STATEMENT showing the RATES Charged for the Carriage of Butter, Vegetables, Grain, Seeds, Wool, and Horses, between Stratford (Great Eastern) and Rotterdam and Antwerp, per Goods Trains.

| Description. | Class. | Rotterdam, 186 Miles. | | | | Antwerp, 206 Miles. | | | | Special or Exceptional Rates. |
|---|--------|-----------------------|------------|---------------------------|------------|---------------------|------------|---------------------------|------------|-------------------------------------|
| | | Rate per Ton, &c. | | Rate per Ton per Mile. | | Rate per Ton. | | Rate per Ton per Mile. | | |
| | | C. R. — | O. R. — | C. R. — | O. R. — | C. R. — | O. R. — | C. R. — | O. R. — | |
| Butter : | | | | | | | | | | |
| In baskets, flats, hampers, and in tubs without lids. | 4th | - | s. d. | - | d. | - | s. d. | - | d. | d. 2.18 |
| In crocks | 5th | - | - | - | - | - | - | - | - | 2.76 |
| In crocks in wood, and in crocks when packed with straw in baskets. | 3rd | - | - | - | - | - | - | - | - | 1.60 |
| In cools | 3rd | - | - | - | - | - | - | - | - | 1.60 |
| In casks and boxes and tubs with lids | 2nd | - | - | - | - | - | - | - | - | 1.31 |
| Fat or tallow for butter purposes | 1st | - | - | - | - | - | - | - | - | 0.58 |
| Poultry : | | | | | | | | | | |
| Alive | 6th | - | - | - | - | - | - | - | - | 2.76 |
| Dead | 4th | - | - | - | - | - | - | - | - | 2.18 |
| Eggs : | | | | | | | | | | |
| In hampers and sieves | 4th | - | - 3 | 27 6 | 2.41 | 37 6 | 27 6 | 27 6 | 2.18 | 1.60 |
| In crates and boxes | 3rd | - | - | - | - | 27 6 | - | - | 1.60 | - |
| Vegetables : | | | | | | | | | | |
| Carrots, mangel wurzel, onions (not peeled, for pickling), parsnips, potatoes (old), and tur- nips. Loose—Less than 3 tons, S. to S. | 1st | - | - | - | - | 17 6 | - | - | - | 1.01 |
| Lots of 3 tons and above | S. | - | - | - | - | 12 6 | - | - | - | 0.72 |
| Carrots, mangel wurzel, onions (not peeled, for pickling), parsnips, potatoes (old), and turnips. Packed—Less quantities than 2 tons. | 1st | - | - | - | - | 17 6 | - | - | - | 1.01 |
| Lots of 2 tons and above | S. | - | - | - | - | 12 6 | - | - | - | 0.72 |
| <i>Note.</i> —Exceptional rates for potatoes (old) apply also to carrots, mangel wurzel, onions (not peeled, for pickling), parsnips, and turnips. | | | | | | | | | | |

All Vegetables not otherwise provided for :

0.54.

Loose--Less quantities than 3 tons, S. to S.

Lots of 3 tons and above -

Packed in lots of 3 cwt. or under -

*Above 3 cwt. and under 1 ton -

*Not to be charged less than as for 3 cwt.

at 3rd class.

Packed in lots of 1 ton and under 2 tons -

2 tons and above, except as follows:

New potatoes, in casks, baskets, and

hampers, in 2-ton lots and above, sent

during the months of April, May,

June, and July.

Potatoes in hampers and pads of not less

than 1 cwt. each.

Roots for horses and cattle -

Meat (fresh) -

Grain, flour, &c. -

Seeds :

Agricultural, clover, and field -

Hemp, mustard for grinding -

Caraway, coriander, and cummin -

Canary -

Flax (not for crushing for oil) -

*Flax (for crushing for oil) -

*Cotton (for crushing for oil) -

Fenugreek and linseed -

Rapeseed (not for crushing for oil) -

*Rapeseed (for crushing for oil) -

Seeds not otherwise specified -

* Special grain rates apply also.

Wool, also alpaca, goat's, and mohair -

Dressed and carded, and hatter's, or fur

of rabbits.

Horses :

Gent's -

Trader's -

| | | | | | | | | | | | | | |
|--|-----|---|---|-----------|------|------|---|------|------|------|------|------|------|
| | 1st | - | - | 17 6 | - | - | - | 1'12 | 17 6 | - | - | - | 1'01 |
| | S. | - | - | 12 6 | - | - | - | 0'80 | 12 6 | - | - | - | 0'72 |
| | 3rd | - | - | 27 6 | - | - | - | 1'77 | 27 6 | - | - | - | 1'60 |
| | 2nd | - | - | 22 6 | - | - | - | 1'45 | 22 6 | - | - | - | 1'31 |
| | | | | | | | | | | | | | |
| | 1st | - | - | 17 6 | - | - | - | 1'12 | 17 6 | - | - | - | 1'01 |
| | S. | - | - | 12 6 | - | - | - | 0'80 | 12 6 | - | - | - | 0'72 |
| | 1st | - | - | 17 6 | - | - | - | 1'12 | 17 6 | - | - | - | 1'01 |
| | | | | | | | | | | | | | |
| | 3rd | - | - | 27 6 | - | - | - | 1'77 | 27 6 | - | - | - | 1'60 |
| | S. | - | - | 12 6 | - | - | - | 0'80 | 12 6 | - | - | - | 0'72 |
| | | | | | | | | | | | | | |
| | | - | - | - | - | - | - | - | - | - | - | - | - |
| | S. | - | - | 12 6 | - | - | - | 0'80 | 12 6 | - | - | - | 0'72 |
| | | | | | | | | | | | | | |
| | 2nd | - | 1 | 22 6 | 17 6 | 1'45 | - | 1'12 | 22 6 | 17 6 | 1'31 | 1'01 | |
| | 1st | - | - | 17 6 | - | - | - | 1'12 | 17 6 | - | - | 1'01 | |
| | 3rd | - | - | 27 6 | - | - | - | 1'77 | 27 6 | - | - | 1'60 | |
| | 2nd | - | - | 22 6 | - | - | - | 1'45 | 22 6 | - | - | 1'31 | |
| | S. | - | - | 12 6 | - | - | - | 0'80 | 12 6 | - | - | 0'72 | |
| | S. | - | - | - | - | - | - | - | - | - | - | - | |
| | S. | - | - | - | - | - | - | - | - | - | - | - | |
| | S. | - | - | - | - | - | - | - | - | - | - | - | |
| | S. | - | - | - | - | - | - | - | - | - | - | - | |
| | 4th | - | - | 37 6 | - | - | - | 2'41 | 37 6 | - | - | 2 18 | |
| | | | | | | | | | | | | | |
| | 2nd | - | - | 22 6 | - | - | - | 1'45 | 22 6 | - | - | 1'31 | |
| | 3rd | - | - | 27 6 | - | - | - | 1'77 | 27 6 | - | - | 1'60 | |
| | | | | | | | | | | | | | |
| | | - | - | 42s. each | - | - | - | 2'70 | - | - | - | - | - |
| | | - | - | 35s. each | - | - | - | 2'25 | - | - | - | - | - |

No. 10.—STATEMENT of RATES furnished by Persons who are not prepared to give Evidence before the Select Committee of the House of Commons on Railway Rates and Charges.

| Letter. | | RAILWAY STATIONS, &c. | | | | | | | | | | REMARKS. |
|-----------|---------|-----------------------|-----------------------------|-----------------|------------|-------------|--------------------------|--|-----------|--------------------------|---|---------------------------------------|
| | | NAME. | Address. | Profession, &c. | Between | And | Merchandise, Cattle, &c. | Rate per Ton, &c. | Distance. | Rate per Ton per Mile. | Competitive and Non-Competitive Stations. | |
| | | | | | | | | s. d. | Miles. | d. | | |
| | 1881: | | | | | | | 10 - per ton | 84 | 1.4 | Competitive. | |
| C. 53 | 23 Mar. | Gurfit, A. | Scottern, Lincoln | Farmer | Lincoln | Manchester | Flour | 3 4 " | 6 | 6.6 | Non-competitive | 2-ton lots. |
| | | | | | Longworth | Lincoln | Corn | 11 8 " | 90 | 1.5 | Competitive | - ditto. |
| | | | | | Ditto | Manchester | " | | | | | |
| C. 94 | 25 " | Peel, Jonathan | Knowlmere Manor, Clitheroe. | Farmer | Liverpool | Clitheroe | Cake | 10 - " | - | - | Non-competitive | 4-ton lots, September 1879. |
| | | | | | Ditto | - ditto | " | 9 - " | - | - | - ditto | 4-ton lots, February 1880. |
| | | | | | Driffield | - ditto | " | 17 6 " | - | - | - ditto | 4-ton lots, September 1879. |
| | | | | | Ditto | - ditto | " | 15 9 " | - | - | - ditto | 4-ton lots, February 1880. |
| C. 97 | 25 " | Atkinson, William | Burnside Hall, Westmorland. | Farmer | Penrith | Burnside | Straw | 12 6 " | 30 | 5.0 | - ditto. | |
| C. 104 | 25 " | Blundell, P. | Ream Mills, Kirkham | Farmer | Kirkham | Liverpool | Milk | 1 d. per gallon minimum, 9 d. per can. | - | - | - | Rate at one time was 3 d. per gallon. |
| C. 105 | 25 " | Farthing, W. | Stowey Court, Bridgewater. | Farmer | Taunton | Reading | Store Cattle | 52 6 per truck | 127 | 4.9 | Non-competitive | 3 years old, 10 in each truck. |
| | | | | | Ditto | - ditto | - ditto | 73 6 " | 127 | 6.9 | - ditto | 2 years old, 10 in each truck. |
| C. 113 | 25 " | Macdonald, A. K., Sir | Woolmer, Liphook | Baronet | Liphook | London | Milk | 10 d. per 12 gallons. | 48 | .017 pr. gallon permile. | - ditto. | |
| C. 135 A. | 26 " | Hill Brothers | Evercreech, Somerset | Cheese Factors | Evercreech | - ditto | Cheese | 32 6 per ton | 120 | 3.2 | Competitive. | |
| | | | | | Ditto | Liverpool | " | 45 10 " | 240 | 2.2 | - ditto. | |
| | | | | | Ditto | Birmingham | " | 34 2 " | 150 | 2.7 | - ditto. | |
| | | | | | Ditto | Plymouth | " | 36 8 " | 125 | 3.5 | - ditto. | |
| | | | | | Ditto | Brighton | " | 41 8 " | 115 | 4.3 | Non-competitive. | |
| | | | | | Ditto | Bournemouth | " | 27 6 " | 48 | 6.8 | - ditto. | |
| | | | | | Ditto | Guldford | " | 33 4 " | 105 | 3.8 | Competitive. | |
| | | | | | Ditto | Portsmouth | " | 28 9 " | 87 | 3.9 | - ditto. | |

[illegible]

No. 10.—STATEMENT of Rates furnished by Persons who are not prepared to give Evidence before the Select Committee of the House of Commons on Railway Rates, &c.—continued.

| Letter. | | NAME. | Address. | Profession, &c. | RAILWAY STATIONS, &c. | | | | | | REMARKS. | |
|---------|-------------------|-------------------|--|------------------------|-----------------------|-------------------|--------------------------|------------------------|-------------|------------------------|-----------------|---|
| No. | Date. | | | | Between | And | Merchandise, Cattle, &c. | Rate per Ton, &c. | Distance. | Rate per Ton per Mile. | | Competitive and Non-Competitive Stations. |
| C. 205 | 1881 : 1 April | Perkins & Son | 52, Market-square, Northampton. | Seed Merchants. | Liverpool (L. & N.W.) | Northampton | Grain | s. d. 15 2 per ton. | Miles. - | d. - | - | Grain collected from Waterloo, Stanley Docks, Duke Dock, and from Bridgewater Navigation Company's Warehouses, 14s. 10 d. per ton; from other places, 15 s. 2 d. per ton. |
| | | | | | Ditto - ditto | - ditto | " | 14 10 " | - | - | - | 4 ton-lots, 3. to 8. |
| | | | | | Ditto - ditto | - ditto | " | 17 6 " | - | - | - | 2-ton lots, 8. to 8. 17 s. 6 d. per ton. |
| | | | | | Liverpool (Midland) | - ditto | " | 15 - " | - | - | Competitive | 2-ton lots, 8. to 8. |
| | | | | | Ditto - ditto | - ditto | " | 26 8 " | - | - | - ditto | Less than 2 tons, C. & D. |
| | | | | | Birmingham ditto | - ditto | " | 9 2 " | - | - | - ditto | 2-ton lots, 8. to 8. |
| | | | | | Ditto - ditto | - ditto | " | 14 2 " | - | - | - ditto | Less than 2 tons, C. & D. |
| | | | | | Kibworth ditto | - ditto | " | 6 8 " | - | - | Non-competitive | 2-ton lots, 8. to 8. |
| | | | | | Ditto - ditto | - ditto | " | 12 6 " | - | - | - ditto | Less than 2 tons, C. & D. |
| | | | | | Leicester - ditto | - ditto | " | 7 6 " | - | - | Competitive | 2-ton lots. |
| | | | | | Ditto - ditto | - ditto | " | 15 - " | - | - | - ditto | Less than 2 tons, C. & D. |
| C. 225 | 4 " | Nisbet, James | Lambden, Greenlaw, Berwickshire. | Farmer | Kelso | - Edinburgh | " | 8 9 " | 53 | - | Non-competitive | Less than 2 tons. |
| | | | | | Ditto | - Glasgow | " | 12 6 " | 100 | - | Competitive | Less than 2 tons (competitive between Edinburgh and Glasgow). |
| C. 228 | 5 " | Judkins, R. | 8, Paddington-street, Finsbury Park, Holloway. | - | Dublin | - London | Cattle, per head. | 23 - per head. | - | - | - | |
| C. 233 | 7 " | Steele, G. and W. | Richmond, Surrey | Nurserymen | Richmond | - Tamworth | Shrubs, &c. | 42 1 per ton. | - | - | - | |
| C. 234 | 7 " | Stephenson & Son | 75, Wapping Wall | Biscuit Manufacturers. | London | - Antwerp | Biscuits | 10 - " | 206 | 0 58 | Competitive | Continental. |
| | | | | | Ditto | - Brentwood | " | 10 10 " | 18 | 7 2 | Non-competitive | |
| | | | | | Ditto | - Reading (G. W.) | " | 13 4 " | 35 | 4 5 | - ditto. | |

| C. 236 | 7 April | Brown, Thomas | West Norfolk Farmers' Manure Company (Limited), Lynn. | Manure Manufacturer. | Lynn | Ilkeston | Manure | 11 8 | 27 | 1 6 | 27 | For shipment. Home consumption. |
|-----------|---------|-------------------------|---|----------------------|------------------|---------------------------|------------------|---|----|-----|----|------------------------------------|
| | | | | | Ditto | Dereham | " | 6 8 | 48 | 1 6 | 27 | |
| | | | | | Ditto | Norwich | " | 6 8 | 68 | 1 1 | 48 | |
| | | | | | Ditto | Yarmouth | " | 7 6 | 44 | 2 0 | 44 | |
| | | | | | Ditto | Attleborough | " | 7 6 | 40 | 2 2 | 40 | |
| | | | | | Ditto | Eccles Road | " | 7 6 | 37 | 2 4 | 37 | |
| | | | | | Ditto | Harling Road | " | 7 6 | 40 | 2 2 | 40 | |
| | | | | | Ditto | Lakenheath | " | 7 6 | 46 | 1 4 | 46 | |
| | | | | | Ditto | Brandon | " | 7 6 | 72 | 1 1 | 72 | |
| | | | | | Ditto | Thetford | " | 6 8 | — | — | — | |
| | | | | | Ditto | Cromer | " | 6 8 | — | — | — | |
| | | | | | Ditto | Ilkeston | Coal | 3 9 | — | — | — | |
| | | | | | Ditto | - ditto | " | 5 6 | — | — | — | |
| C. 284 A. | 21 | Betts, T. | Winfurthing, Diss | Farmer, &c. | North | Norfolk | Cattle | Rates for Cattle nearly double those charged 30 years ago; 5 s. 6 d. per head, charged at one time, now 10 s. per head. | — | — | — | |
| | | | | | Norfolk | London | Cattle | 10 - per head | — | — | — | |
| | | | | | Ditto | - ditto | Sheep | 1 6 | — | — | — | |
| | | | | | Midland Counties | - ditto | Cattle | 6 | — | — | — | |
| | | | | | | | | Complains of delay in transit of cattle. | — | — | — | |
| C. 133 A. | 16 | Hutchings, W. and J. | Barnstaple, Devon | Wool Merchant. | Hull | Barnstaple | Linseed Cake | 23 4 per ton | — | — | — | |
| | | | | | Liverpool | - ditto | - ditto | 20 - | — | — | — | |
| | | | | | Barnstaple | Liverpool | Wool | 37 6 | — | — | — | |
| | | | | | Leeds | Barnstaple | Machinery | 47 6 | — | — | — | |
| C. 144 A. | 13 | Melville, C. | 39, Mount Preston, Leeds. | Implement Maker. | Leeds | Southampton | Stonebreakers | 27 6 | — | — | — | |
| | | | | | Ditto | - ditto | - ditto | 42 6 | — | — | — | |
| | | | | | Ditto | London | - ditto | 27 6 | — | — | — | |
| | | | | | | | | In the case of shows being held in London, 5 s. per ton is charged for cartage each way, although 27 s. 6 d. per ton is the collection and delivery rate. | — | — | — | |
| 1 | " | Messrs. Few and Thoday. | Willingham, Cambridgeshire. | Corn Merchants. | Wisbech | Burton (L. N. W.) | Malt and Barley. | 10 7 per ton | — | — | — | |
| | | | | | Ditto | - ditto | Other Grain | 11 8 | — | — | — | |
| | | | | | Ditto | Newark (M. & G. N.) | Grain | 8 - | — | — | — | |
| | | | | | Ditto | - ditto | " | 10 10 | — | — | — | |
| | | | | | Ditto | - ditto | " | 10 - | — | — | — | |
| | | | | | Ditto | Langley Mill (M. & G. N.) | " | 11 8 | — | — | — | |
| | | | | | Ditto | - ditto | " | 10 - | — | — | — | |
| | | | | | Ditto | Ilkeston | " | 11 8 | — | — | — | |
| | | | | | Ditto | - ditto | " | 10 - | — | — | — | |

* No special Grain Rates, except to Newark for Foreign Grain.

| C. 265 | 3 May | Ohlendorff & Co. - 15, Leadenhall-street, London. | Merchants | Victoria Docks (M.) | Sturminster (M.) | Manure in bags | 10 - per ton | 55 about | 9-18 | - | - | 6 d. per ton loading in ad- dition. |
|--------|-------|---|-----------|--|----------------------------|----------------|--------------|----------|------|---|---|---|
| | | | | Ditto - ditto - | Nottingham - | - ditto - | 13 4 " | 125 " | 1-28 | - | - | 6 d. per ton haulage in ad- dition. |
| | | | | Ditto - ditto - | Bulwell - | - ditto - | 13 4 " | 120 " | 1-24 | - | - | 6 d. per ton haulage in ad- dition. |
| | | | | Ditto (G. E. R.) | Sawbridgeworth (G. E.) | - ditto - | 5 3 " | 28 | 2-25 | - | - | 6 d. per ton haulage, 5-ton lots. |
| | | | | Ditto - ditto - | Epping - ditto - | - ditto - | 4 7 " | 15 | 3-03 | - | - | |
| | | | | Ditto - ditto - | North Weald, ditto - | - ditto - | 4 7 " | 18 | 3-05 | - | - | |
| | | | | Ditto - ditto - | Burnat Mill - ditto - | - ditto - | 4 5 " | 24 | 2-20 | - | - | |
| | | | | Ditto - ditto - | Six Mile Bottom (G. E.) | - ditto - | 8 9 " | 64 | 1-64 | - | - | 3-ton lots. |
| | | | | Ditto - ditto - | Linton - ditto - | - ditto - | 8 9 " | 52 | 2-01 | - | - | 3 ditto. |
| | | | | Ditto - ditto - | Cambridge ditto - | - ditto - | 11 8 " | 57 | 2-45 | - | - | 3 ditto. |
| | | | | Ditto - ditto - | Shelford - ditto - | - ditto - | 8 4 " | 53 | 1-88 | - | - | 3 ditto. |
| | | | | Ditto - ditto - | Audley End ditto - | - ditto - | 7 6 " | 43 | 2-09 | - | - | 4 ditto. |
| | | | | Depeford (L. B. & S. C.) | Baynards (L. B. & S. C.) | - ditto - | 5 - " | 45 | 1-33 | - | - | 1 s. 6 d. per ton wharfage in addition. |
| | | | | Bricklayers' Arms - | - ditto - ditto - | - ditto - | 4 3 " | 45 | 1-13 | - | - | 1 s. 6 d. per ton wharfage, 2 s. 2 d. per ton lighter- age, 1-ton lots. |
| | | | | South Eastern Rail- way, Augerstein's Wharf. | Wadhurst - (S. E.) | - ditto - | 9 2 " | 39 | 2-62 | - | - | 1 s. 6 d. per ton wharfage, 2 s. 2 d. per ton lighter- age, 2-ton lots. |
| | | | | Ditto - ditto - | - ditto - ditto - | - ditto - | 6 8 " | 39 | 2-05 | - | - | 1 s. 6 d. per ton wharfage, 2 s. 2 d. per ton lighter- age, 4-ton lots. |
| | | | | Ditto - ditto - | - ditto - ditto - | - ditto - | 5 10 " | 39 | 1-79 | - | - | 1 s. 6 d. per ton wharfage, 2 s. 2 d. per ton lighter- age, 4-ton lots. |
| | | | | Paddington (G. W.) | Goring - | - ditto - | 15 - " | 45 | 4-00 | - | - | 1½ tons (paid on 2 s. 3 d.) |

* Not more than 8 d. per ton to be allowed to senders for these rates when they cart to the carrier's premises.
† These Grain Rates apply at Liverpool and Birkenhead only.
‡ Not more than 1 s. per ton to be allowed to senders for these rates when they cart to the carrier's premises.

STATEMENT compiled from Information furnished by Mr. Richard Garrett, Carleton Hall, Saxmundham.

| Description. | Class and Quantities. | Between Derby and | | | | | | | | | |
|---------------------------|-----------------------|------------------------|----------------|-------------------------|----------------|---------------------------|----------------|-----------------------|----------------|-------------------------------|----------------|
| | | Ipswich, 150 Miles. | | Bealings, 157 Miles. | | Woodbridge, 160 Miles. | | Melton, 161 Miles. | | Wickham Market, 165 Miles. | |
| | | Rate. | Rate per Mile. | Rate. | Rate per Mile. | Rate. | Rate per Mile. | Rate. | Rate per Mile. | Rate. | Rate per Mile. |
| Passengers - | 1st Single | s. d. 23 10 | d. 1.90 | s. d. 25 3 | d. 1.92 | s. d. 25 10 | d. 1.93 | s. d. 26 1 | d. 1.94 | s. d. 26 10 | d. 1.95 |
| | 2nd " | 18 7 | 1.48 | 19 8 | 1.50 | 20 2 | 1.51 | 20 3 | 1.50 | 20 10 | 1.51 |
| | 3rd " | 11 11 | 0.95 | 12 9 | 0.97 | 13 2 | 0.98 | 13 3 | 0.98 | 13 8 | 0.99 |
| | Parliamentary | 11 11 | 0.95 | 12 6 | 0.95 | 12 9 | 0.95 | 12 10½ | 0.96 | 13 2½ | 0.96 |
| | 1st Return | 41 10 | 3.34 | 43 11 | 3.35 | 44 10 | 3.36 | 45 2 | 3.36 | 46 3 | 3.36 |
| | 2nd " | 31 8 | 2.53 | 33 4 | 2.54 | 34 - | 2.55 | 34 4 | 2.55 | 35 3 | 2.56 |
| | 3rd " | 23 10 | 1.90 | 25 2 | 1.92 | 25 7 | 1.91 | 25 10 | 1.92 | 26 5 | 1.92 |
| | 1 Horse | 38 9 | 3.10 | 40 6 | 3.09 | 41 3 | 3.09 | 41 9 | 3.11 | 42 9 | 3.10 |
| | 2 " | 77 6 | 6.20 | 81 - | 6.19 | 82 6 | 6.18 | 83 6 | 6.22 | 85 6 | 6.21 |
| Horses | 3 " | 116 3 | 9.30 | 121 6 | 9.28 | 123 9 | 9.28 | 125 3 | 9.33 | 128 3 | 9.32 |
| | 2 wheel carriages | 54 6 | 4.36 | 56 11 | 4.35 | 57 11 | 4.34 | 58 7 | 4.36 | 59 11 | 4.35 |
| | 4 " | 54 7 | 4.36 | 56 11 | 4.35 | 57 11 | 4.34 | 58 7 | 4.36 | 59 11 | 4.35 |
| | | | | | | | | | | | |
| Carriages - | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Saxmundham, 172 Miles. | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

STATEMENT showing the RATES charged for the Conveyance of Cattle and Sheep between the Stations enumerated below (Particulars taken from Railway Freight Notes).

| From | To | Railway Companies' Charges, &c. | | | | REMARKS. |
|----------------------------------|------------------------|---------------------------------|-----------|-----------------|--------------------------|----------|
| | | Description of Vehicle. | Distance. | Rate per Truck. | Rate per Truck per Mile. | |
| Bury St. Edmunds (Great Eastern) | Trowse (Great Eastern) | 1 Small Truck | 42 | s. d. | d. | |
| Peterborough | Ditto | 1 " " | 80 | 16 - | 4 57 | |
| Ditto | Ditto | 1 Medium " | 80 | 33 8 | 5 05 | |
| Ditto | Ditto | 1 Large " | 80 | 41 - | 6 15 | |
| Cambridge | Ditto | 1 Small " | 68 | 48 - | 7 20 | |
| Ditto | Ditto | 1 Medium " | 68 | 31 2 | 5 50 | |
| Ditto | Ditto | 1 Large " | 68 | 35 5 | 6 25 | |
| Ipswich | Ditto | 1 Sheep Cage | 45 | 39 8 | 7 00 | |
| Ditto | Ditto | 1 Small Truck | 45 | 39 4 | 10 48 | |
| Bury St. Edmunds | Wyndham ditto | 1 Sheep Cage | 33 | 22 1 | 5 88 | |
| Peterborough | Ditto | 1 Small Truck | 70 | 27 8 | 10 96 | |
| Ditto | Ditto | 1 Medium " | 70 | 24 6 | 4 20 | |
| Ditto | Ditto | 1 Small Bullock Truck | 70 | 34 1 | 5 84 | |
| St. Ives | Ditto | 1 Medium " | 62 | 30 - | 5 80 | |
| March | Ditto | 1 Small " | 56 | 27 0 | 5 32 | |
| Ditto | Ditto | 1 Medium " | 56 | 26 10 | 5 75 | |
| Fordham | Ditto | 1 " " | 52 | 32 3 | 6 91 | |
| Layburn (North Eastern) | Ditto | 1 " " | 233 | 28 2 | 6 50 | |
| Fakenham (Great Eastern) | Ditto | 1 Small " | 24 | 116 - | 5 97 | |
| Ely | Ditto | 1 Sheep Cage | 44 | 11 6 | 5 75 | |
| Cambridge | Ditto | 1 Small Bullock Truck | 58 | 37 8 | 4 52 | |
| Lynn | Ditto | 1 Small and Medium Truck | 38 | 27 10 | 5 75 | |
| | | | | 21 11 | 6 92 | |

Note.—Small Truck Load : Cattle, 7 fat 10 lean ; Sheep, 30.
Medium " " 8 " 12 " " 35.
Large " " More than the above numbers.

STATEMENT showing the RATES Charged for Conveyance of Manure and Feeding Stuffs, &c.,
as compiled from Particulars sent by Mr. John Twentyman, Blannerhasset Farm, Aspatria.

| From MARYPORT to | Miles. | In Bulk, 2-Ton Lots. | | In Bags, 2-Ton Lots. | | In Bags, 4-Ton Lots. | |
|------------------------|--------|-------------------------|------------------------------|-------------------------|------------------------------|-------------------------|------------------------------|
| | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | | s. d. | d. | s. d. | d. | s. d. | d. |
| Dearham Bridge - - | 2½ | 2 - | 8·00 | 2 - | 8·00 | — | — |
| Bull Gill - - - | 4½ | 2 6 | 6·00 | 2 6 | 6·00 | — | — |
| Dearham - - - | 6 | 2 - | 4·00 | 2 - | 4·00 | — | — |
| Papcastle - - - | 8 | 4 2 | 6·25 | 4 2 | 6·25 | 3 6 | 5·25 |
| Brigham - - - | 8 | 4 2 | - | 4 2 | - | 3 4 | 5·00 |
| Cockermouth - - | 10 | 4 2 | 5·00 | 4 2 | 5·00 | 3 4 | 4·00 |
| Embleton - - - | 12 | 5 - | 6·00 | 5 - | 6·00 | — | — |
| Brassenthwaite Lake - | 14 | - - | - | - - | - | 5 - | 4·28 |
| Braithwaite - - | 18 | 7 6 | 5·00 | 6 8 | 4·44 | 5 10 | 3·88 |
| Keswick - - - | 20 | 7 6 | 4·50 | 6 8 | 4·00 | 5 10 | 3·50 |
| Threlkeld - - - | 22 | - - | - | 7 6 | 4·09 | 6 8 | 3·63 |
| Troutbeck - - - | 25 | - - | - | 7 6 | 3·60 | 6 8 | 3·20 |
| Penraddock - - - | 27 | - - | - | 7 6 | 3·33 | 6 8 | 2·96 |
| Blencow - - - | 30 | - - | - | 8 4 | 3·33 | — | — |
| Penrith - - - | 32 | 10 - | 3·75 | 8 4 | 3·12 | 7 6 | 2·81 |
| Aspatria - - - | 8 | 3 - | 4·50 | 8 - | 4·50 | — | — |
| Baggrow - - - | 10 | 4 - | 4·80 | 4 - | 4·80 | 3 6 | 4·20 |
| Mealsgate - - - | 11 | 4 - | 4·36 | 4 - | 4·36 | 3 6 | 3·81 |
| Brayton - - - | 10 | 3 4 | 4·00 | 3 4 | 4·00 | — | — |
| Broomfield - - - | 12 | 5 10 | 5·83 | - - | - | 4 2 | 4·16 |
| Abbey Junction - - | 15 | 5 10 | 4·66 | - - | - | 4 2 | 3·33 |
| Kirkbride - - - | 18 | 5 10 | 3·88 | - - | - | 4 2 | 2·77 |
| Silloth - - - | 19 | 5 10 | 3·68 | 5 - | 3·15 | 3 6 | 2·21 |
| Whitrigg - - - | 18 | 5 10 | 3·88 | - - | - | 4 2 | 2·77 |
| Bowness - - - | 23 | 7 6 | 3·91 | - - | - | 5 10 | 3·04 |
| Annan - - - | 30 | 7 6 | 3·00 | - - | - | 5 10 | 2·33 |
| Burgh - - - | 33 | 7 6 | 2·72 | - - | - | 4 2 | 1·57 |
| Dumburgh - - - | 37 | 7 6 | 2·43 | - - | - | 4 2 | 1·35 |
| Port Carlisle - - | 38 | 7 6 | 2·36 | - - | - | 5 10 | 1·84 |
| Leegate - - - | 13 | 3 4 | 3·07 | 3 4 | 3·07 | — | — |
| Wigton - - - | 17 | 4 - | 2·82 | 4 - | 2·82 | 3 6 | 2·47 |
| Curthwaite - - - | 21 | 5 - | 2·85 | 5 - | 2·85 | 3 6 | 2·00 |
| Dalston - - - | 24 | 5 - | 2·50 | 5 - | 2·50 | 3 6 | 1·75 |
| Carlisle - - - | 28 | 5 10 | 2·50 | 5 10 | 2·50 | 3 6 | 1·50 |
| Lyneside (b) - - - | 35 | 7 6 | 2·57 | 10 - | 3·42 | — | — |
| Langwarthy - - - | 48 | 10 - | 2·50 | 8 4 | 2·08 | 7 6 | 1·87 |
| Temple Sowerby - - | 54 | 9 2 | 2·03 | — | — | — | — |
| Southwaite (a) - - | 36 | 10 - | 3·33 | — | — | — | — |
| Workington - - - | 5 | 2 6 | 6·00 | 2 6 | 6·00 | — | — |
| Harrington - - - | 8 | 2 6 | 3·75 | 2 6 | 3·75 | — | — |
| Farton - - - | 10 | 2 6 | 3·00 | 2 6 | 3·00 | — | — |
| Whitehaven - - - | 12 | 3 4 | 3·33 | 3 4 | 3·33 | — | — |
| St. Bees - - - | 16 | 3 4 | 2·50 | 3 4 | 2·50 | — | — |
| Netherton - - - | 18 | - - | - | 4 2 | 2·77 | — | — |
| Sellafield - - - | 21 | 4 2 | 2·38 | 4 2 | 2·38 | — | — |
| Leascale - - - | 23 | 5 - | 2·60 | 5 - | 2·60 | — | — |
| Drigg - - - | 25 | - - | - | 5 10 | 2·80 | — | — |

(a) Through rate is 10s.; but book to Carlisle, 3s. 6d., re-book to Southwaite, 2s. 11d.=6s. 5d.

(b) Ditto - 10s. - ditto - 3s. 6d., ditto - Lyneside, 2s. 1d.=5s. 7d.

By comparing the distances by the rates extraordinary anomalies will be seen.

STATEMENT showing the Rates Charged for Conveyance of Manure and Feeding Stuffs, &c.—*continued.*

| From ASPATRIA to | Miles. | In Bulk, In 2-Ton Lots. | | In Bags, 2-Ton Lots. | | In Bags, 4-Ton Lots. | |
|------------------------|--------|----------------------------|------------------------------|-------------------------|------------------------------|-------------------------|------------------------------|
| | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | | <i>s.</i> <i>d.</i> | <i>d.</i> | <i>s.</i> <i>d.</i> | <i>d.</i> | <i>s.</i> <i>d.</i> | <i>d.</i> |
| Brayton - - - | 2 | 3 - | 18'00 | 2 - | 12'00 | 2 - | 12'00 |
| Leegate - - - | 5 | 3 - | 7'20 | 2 - | 4'80 | 2 - | 4'80 |
| Wigton - - - | 8 | 3 4 | 5'00 | 2 6 | 3'75 | 2 6 | 3'75 |
| Curthwaite - - - | 13 | 3 6 | 3'23 | 3 6 | 3'23 | 3 6 | 3'23 |
| Dalston - - - | 16 | 3 6 | 2'62 | 3 6 | 2'62 | 3 6 | 2'62 |
| Carlisle - - - | 20 | 5 10 | 3'50 | 4 2 | 2'50 | 4 2 | 2'50 |
| Bullgill - - - | 4 | 3 - | 9'00 | 2 - | 6'00 | 2 - | 6'00 |
| Maryport - - - | 8 | 4 2 | 6'25 | 3 - | 4'50 | 3 - | 4'50 |
| Baggrow - - - | 2 | 3 - | 18'00 | 2 - | 12'00 | 2 - | 12'00 |
| Mealsgate - - - | 3 | 3 - | 12'00 | 2 - | 8'00 | 2 - | 8'00 |
| Abbey Junction - - | 7 | 6 8 | 11'42 | 5 - | 8'59 | 5 - | 8'59 |
| Brigham - - - | 8 | 4 6 | 6'75 | 3 4 | 5'00 | 3 4 | 5'00 |

| From LIVERPOOL to | Article. | Miles. | In Bulk, 2-Ton Lots. | | In Bags, 2-Ton Lots. | | In Bags, 4-Ton Lots. | |
|-------------------------|------------------------|--------|-------------------------|------------------------------|-------------------------|------------------------------|-------------------------|------------------------------|
| | | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | | | <i>s.</i> <i>d.</i> | <i>d.</i> | <i>s.</i> <i>d.</i> | <i>d.</i> | <i>s.</i> <i>d.</i> | <i>d.</i> |
| Penrith - - - | Indian Corn - - | 109 | 16 3 | 1'78 | 13 9 | 1'51 | 11 3 | 1'23 |
| | Palm Nut Meal - - | - | - | - | - | - | - | - |
| | Peas, Linseed - - } A. | - | - | - | - | - | - | - |
| | Linseed Cake - - } B. | 109 | 15 - | 1'65 | 12 6 | 1'37 | 10 10 | 1'19 |
| | Feeding Stuffs - - | | | | | | | |
| | Manures - - c. | - | - | - | - | - | - | - |
| Maryport - - - | Indian Corn - A. | 141 | 17 11 | 1'52 | 14 3 | 1'21 | 11 3 | 0'95 |
| | Feeding Stuffs - B. | - | 16 8 | 1'41 | 13 - | 1'10 | 10 10 | 0'92 |
| | Manures - c. | - | - | - | - | - | - | - |
| Whitehaven - - | Indian Corn - A. | 143 | 13 9 | 1'15 | 11 3 | 0'94 | 11 3 | 0'94 |
| | Feeding Stuffs - B. | - | 12 6 | 1'04 | 10 - | 0'83 | - | - |
| | Manures - c. | - | - | - | - | - | - | - |
| Brigham - - - | Indian Corn - A. | 133 | 15 5 | 1'39 | 13 9 | 1'24 | 13 9 | 1'24 |
| | Feeding Stuffs - B. | - | 14 2 | 1'27 | 12 6 | 1'12 | - | - |
| | Manures - c. | - | - | - | - | - | - | - |

STATEMENT showing the RATES Charged for the Carriage of Grain, Flour, Wool, Cattle, Sheep, and Pigs; compiled from Mr. Sanders Spencer's Letter, St. Ives. (B. 12).

| From | To | Distance. | Railway Charges. | | | REMARKS. |
|------------------------|----------------|-----------|------------------|---|----------------|---|
| | | | Description, &c. | Rate. | Rate per Mile. | |
| St. Ives - | March - | Miles. 19 | Grain and Flour | 5 s. 5 d. per ton, 2-ton lots. | d. 3.42 | This rate would be charged almost entirely on Foreign produce, and the other principally on Home produce. |
| March - | St. Ives - | 19 | - ditto - | 5 s. per ton, 4-ton lots | 3.15 | |
| Liverpool - | ditto - | 174 | - ditto - | 15 s. (S. to S.) | 1.03 | |
| St. Ives - | Lynn - | 42½ | - ditto - | 5 s. 6 d. per ton (S. to S.) | 1.57 | Carry corn and flour more than twice the distance, and charge only 1 d. per ton extra, when foreign corn is sent, and when they have competition (Midland Railway <i>vid Kettering</i>). |
| Ditto - | Huntingdon - | 4½ | - ditto - | 2 s. 11 d. per ton, 2-ton lots. | 7.00 | Or, if we take 10 miles as the minimum distance, we find the rate is 3½ d. per ton per mile. |
| Ditto - | Cambridge - | 14½ | - ditto - | 4 s. 9 d. per ton, 2-ton lots (S. to S.). | 3.80 | The same unfair rates are charged between St. Ives and all London stations, Manchester, Peterboro', Norwich, &c. |
| Great Eastern Railway: | | | | | | |
| St. Ives - | Liverpool - | 174 | Wool | s. d. 31 8 per ton | 2.18 | These are C. D. rates, for which we ought to allow some 5 s. per ton; having done this, we fail to find any system or rule by which the rates are arrived at. |
| Ditto - | Cambridge - | 14½ | ditto | 10 10 " | 8.66 | |
| Ditto - | Huntingdon - | 4½ | ditto | 8 9 " | 21.00 | |
| Ditto - | Peterborough - | 33 | ditto | 17 6 " | 6.36 | |
| Ditto - | Norwich - | 71 | ditto | 21 8 " | 3.66 | |
| Ditto - | London - | 72½ | ditto | 21 8 " | 3.61 | |
| Ditto - | Lynn - | 42½ | ditto | 18 9 " | 5.35 | |

| | | | | | | | | | |
|-------------------------|------------|---|---|---|---|-----|------------------|----------------|-------|
| Great Northern Railway: | | | | | | | | | |
| 0.54. | Huntingdon | - | - | - | - | 133 | Wool | - | 2.93 |
| | Ditto | - | - | - | - | 140 | ditto | - | 2.78 |
| | Ditto | - | - | - | - | 48 | ditto | - | 4.58 |
| | Ditto | - | - | - | - | 27 | ditto | - | 6.29 |
| | Ditto | - | - | - | - | 10 | ditto | - | 12.03 |
| | | | | | | | | | |
| Midland Railway: | | | | | | | | | |
| | Huntingdon | - | - | - | - | 166 | ditto | - | 2.28 |
| | Ditto | - | - | - | - | 39 | ditto | - | 5.88 |
| | | | | | | | | | |
| Great Eastern Railway: | | | | | | | | | |
| 2 | St. Ives | - | - | - | - | 72 | Cattle and sheep | 30 - per truck | 5.00 |
| | Ditto | - | - | - | - | 85 | Pigs | 47 4 " | 7.88 |
| | Ditto | - | - | - | - | 46 | - ditto | 40 5 " | 5.70 |
| | Ditto | - | - | - | - | 15 | - ditto | 56 8 " | 8.00 |
| | Ditto | - | - | - | - | | - ditto | 22 1 " | 5.78 |
| | Ditto | - | - | - | - | | - ditto | 30 8 " | 8.00 |
| | Ditto | - | - | - | - | | - ditto | 7 3 " | 5.80 |
| | Ditto | - | - | - | - | | - ditto | 10 - " | 8.00 |

* Or allowing 5 s. per ton, C. D.: 6 d. per ton per mile (refers simply to Holme); whilst to Halifax the charge is not more than one third of that sum.
The rates to Lincoln, Derby, Grantham, &c., are equally as unfair.

Or under 2 d. per ton per mile, after deducting 5 s. for C. D.

One of the excuses made for these unequal rates was, that nearly all the wool traffic was for long distances, or to Bradford, York, Halifax, &c.; at this we can hardly be surprised when we find how heavily taxed is the movement of wool for short distances.

Per small truck, 18 ft. 6 in. in length, which will carry as a load 7 fat beasts, or 10 lean ditto, or 30 sheep or lambs, or 25 pigs (fat or lean); half this quantity being charged two-thirds of a truck.

Cattle and sheep.
Pigs.

Cattle and sheep.
Pigs.

Cattle and sheep.
Pigs.

Cattle and sheep.
Pigs.

Or an extra charge on pigs of from 30 to 40 per cent., all expenses, risk, &c., being in favour of pigs as against bullocks. The wear and tear of trucks is less with pigs than with cattle, as also the weight. The amount paid in case of death by railway companies.

Another point which seems unfair is, that the same charge is made for the conveyance of 25 store pigs value 1 l. each, weighing one ton, as for 25 fat pigs, value 6 l. each, weighing three and four tons.

The railway company's limit for their neglect and loss, &c., for cattle, 15 l.; sheep and pigs, 2 l. each (except when insured at usurious rates, as much as 5 per cent. for a journey of 151 miles).

| | | | | | | | | | | |
|-------|------------------------|-----|-------|-------|-------|---------|-------------|---------|-------|---|
| 0.54. | Great Northern Railway | 100 | - | - | - | 49 | - per truck | - | 5.88 | Cattle and sheep, 49 s. for 100 miles. Pigs, 53 s. 3 d. for 100 miles. Cattle, 69 s. 9 d. for 150 miles. Pigs, 76 s. for 150 miles. |
| | | 100 | - | - | - | 53 | 3 | - | 6.39 | |
| | | 150 | - | - | - | 69 | 9 | - | 5.58 | |
| | | 150 | - | - | - | 76 | - | - | 6.08 | |
| 22 | Great Northern Railway | - | - | - | - | - | - | - | - | The Great Northern Railway Company charge also about 8 per cent. more for the carriage of a truck-load of pigs than for that of cattle or sheep, as proved by the rates between— Huntingdon and Doncaster. Huntingdon and Wakefield. Huntingdon and Grantham. Huntingdon and Lincoln. Huntingdon and Sandy. Huntingdon and Boston. Huntingdon and Hitchin. |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| 22 | Great Eastern Railway | - | - | - | - | - | - | - | - | After inquiring of several railway officials, I have failed to obtain a single reason for these unequal charges for cattle and pigs. The general opinion seemed (rightly too), that pigs ought to be carried at a lower rate than cattle,—the risk, &c. being less. |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| | | - | - | - | - | - | - | - | - | |
| 22 | Great Eastern Railway | 10 | s. d. | s. d. | Pigs. | Cattle. | Pigs. | Cattle. | Pigs. | |
| | | 20 | 6 - | 6 - | 6 - | 7 | - | 7.20 | 7.20 | |
| | | 30 | 9 7 | 13 4 | 20 8 | - | - | 5.75 | 8.00 | |
| | | 40 | 14 5 | 20 8 | 26 8 | - | - | 5.83 | 8.20 | |
| | | 50 | 19 2 | 26 8 | 33 4 | - | - | 5.75 | 8.00 | |
| | | 60 | 24 - | 33 4 | 40 - | - | - | 5.75 | 8.00 | |
| | | 70 | 28 9 | 40 - | 46 8 | - | - | 5.75 | 8.00 | |
| | | | 33 7 | 46 8 | | - | - | 5.75 | 8.00 | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

STATEMENT showing the Rates Charged for Cattle, &c. Conveyed by Railway between the Places named below, compiled from Documents furnished by
Mr. Garrett Taylor, Trowse, Norwich.

| From | To | Distance. | Railway Charges. | | | REMARKS. |
|--|--------------|-----------|------------------|---------------------|----------------|---|
| | | | Description, &c. | Rate. | Rate per Mile. | |
| | | Miles. | | s. d. | | |
| Norwich | London | 126 | Cattle | 10 - per head | - | The charge from Derby to London is 45 s. per truck. A truck is reckoned to contain 10 store cattle or 10 fat cattle, which averages 4 s. 6 d. per head. |
| Derby | ditto | 126 | ditto | 4 6 " | - | |
| Ireland, per Midland | Cambridge | - | ditto | 10 6 " | - | |
| Ireland, per London and North Western. | Peterborough | - | ditto | 10 6 " | - | Compared against Cambridge to Norwich, 68 miles, at about 3 s. per head. |
| Ireland, per Great Northern | Lynn | - | ditto | 5 9 " | - | Medium truck, 37 s. 6 d. for pigs, Lynn and Norwich. |
| Bristol | ditto | 214 | ditto | 2 3 (about) p. head | - | |
| Lynn | Norwich | 49 | ditto | 4 9 per head | - | |
| Bristol (Great Western) | Cambridge | 152 | ditto | 4 9 " | - | Averaging about 3 s. per head. |
| Bristol (Midland) | ditto | 179 | ditto | 31 2 per truck | - | |
| Cambridge | Norwich | 68 | Small truck | 35 6 " | - | |
| Ditto | ditto | 68 | Medium | 39 8 " | - | Examples, 6th November 1880: 144 beasts from Bristol to Norwich; the Great Eastern freight from Cambridge was 22 l. 7 s. 8 d.; averaging 3 s. 1 d. per head. |
| Ditto | ditto | 68 | Large | 3 1 per head | - | |
| Ditto | ditto | 68 | Cattle | 3 - " | - | |
| Ditto | ditto | 88 | ditto | 3 - " | - | 18th November 1880: 251 beasts from Bristol to Cambridge, thence to Norwich, for 37 l. 15 s. 1 d.; average 3 s.; thus showing that the Great Eastern Railway charge about 3 s. per head for conveying the same cattle in the same trucks 67 miles that have already been carried 152 miles by Great Western, or 179 miles by Midland, for 4 s. 9 d. per head. |
| Peterborough | Wymondham | 70 | ditto | 3 4 1 " | - | Examples, 25th March 1880: 64 beasts from York (via Peterborough) to Wymondham, Great Eastern, charged 10 l. 17 s. 4 d.; average 3 s. 4 1/2 d. per head. |
| Ditto | ditto | 70 | ditto | 3 5 " | - | 30th December 1880: 60 beasts from Horn-castle (via Peterborough) to Wymondham, Great Eastern, charged 10 l. 4 s. 6 d.; average 3 s. 5 d. per head. |

| | | | | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---------------------------|--|---|---|----|----|----------------|---|---|---|--|
| March | - | - | - | - | - | - | - | - | 56 | ditto | - | - | 2 | 5½ | " | - | - | - | 23rd January 1880: 54 beasts from Horncastle (via March) to Wymondham, Great Eastern, charged 6 <i>l.</i> 11 <i>s.</i> 4 <i>d.</i> ; average 2 <i>s.</i> 5½ <i>d.</i> per head. |
| Kendal | - | - | - | - | - | - | - | - | - | ditto | - | - | 9 | 4½ | per head | - | - | - | Note.—In the same proportion as the rate to Wymondham to March, the rate to Peterborough should only be about 3 <i>s.</i> , instead of 3 <i>s.</i> 5 <i>d.</i> per head. |
| London | - | - | - | - | - | - | - | - | - | ditto | - | - | 8 | 9 | " | - | - | - | Note.—The Great Eastern Company's small trucks are 1 foot 6 inches less than the small trucks on any other line; consequently, local dealers are placed at a disadvantage in this matter. |
| Wretham | - | - | - | - | - | - | - | - | 22 | ditto | - | - | 1 | 7½ | " | - | - | - | Rotterdam to London, per rail to Harwich, thence steamer; the rate per head is less than that charged from Norwich to London; again disadvantage. |
| Norwich | - | - | - | - | - | - | - | - | 21 | ditto | - | - | 1 | - | p'head (about) | - | - | - | Rate per head, at one time, was 10 <i>s.</i> per head. |
| Ipswich | - | - | - | - | - | - | - | - | 46 | ditto | - | - | 2 | 3 | " | - | - | - | Compare against Norwich to London, 10 <i>s.</i> per head. |
| Peterborough | - | - | - | - | - | - | - | - | - | Small truck, 33 <i>s.</i> 8 <i>d.</i> | - | - | 4 | 9½ | per head | - | - | - | Note difference in up and down charge, between same stations, 8 <i>s.</i> per truck. |
| Tottenham | - | - | - | - | - | - | - | - | - | Cattle, 7. | - | - | 6 | 5 | " | - | - | - | Note difference in up and down charge, between same stations, 3 <i>s.</i> 7 <i>d.</i> per truck. |
| Trowse | - | - | - | - | - | - | - | - | - | 3 small trucks, cattle, 45 <i>s.</i> each. | - | - | 40 | 6 | per truck | - | - | - | Yet the Great Eastern Company commit themselves to the following: |
| St. Ives | - | - | - | - | - | - | - | - | - | Medium truck, cattle. | - | - | 32 | 6 | " | - | - | - | 23 June 1879, small truck, 40 <i>s.</i> |
| Trowse | - | - | - | - | - | - | - | - | - | - ditto - ditto | - | - | 39 | - | " | - | - | - | 8 December 1879, small truck, 53 <i>s.</i> 4 <i>d.</i> |
| Trowse | - | - | - | - | - | - | - | - | - | - ditto - ditto | - | - | 35 | 5 | " | - | - | - | 13 January 1880 " " 45 <i>s.</i> |
| Cambridge | - | - | - | - | - | - | - | - | - | - ditto - ditto | - | - | 40 | - | " | - | - | - | 14 November 1879, medium, 60 <i>s.</i> |
| Peterborough | - | - | - | - | - | - | - | - | - | Small truck, pigs | - | - | 46 | - | " | - | - | - | Compare distance and price per ton. Note the much heavier charge for dead meat from Norwich to London than for live beasts. A bullock 100 stones (London weight) alive, would be got up for 10 <i>s.</i> , but in the case would be 15 <i>s.</i> 7 <i>d.</i> , or thereabouts. |
| Norwich | - | - | - | - | - | - | - | - | 126 | Medium " " | - | - | 40 | - | per ton | - | - | - | Again, about 200 sheep can be packed in the carcass in a truck, and only 80 if alive; so that a truck of mutton would earn very much more for the Railway Company in proportion, yet the price per ton is kept so high. |
| Rotterdam | - | - | - | - | - | - | - | - | Rail, 50; sea, 120 (190). | Large " " | - | - | 32 | 6 | " | - | - | - | |
| Braintree | - | - | - | - | - | - | - | - | 41 | - ditto - | - | - | 18 | 4 | " | - | - | - | |
| Ditto | - | - | - | - | - | - | - | - | 37 | - ditto - | - | - | 23 | 4 | " | - | - | - | } Compare distance, and price per ton. |
| Norwich | - | - | - | - | - | - | - | - | 21 | Grain, &c. | - | - | 3 | 4 | " | - | - | - | 5-ton lots. |
| Ditto | - | - | - | - | - | - | - | - | 21 | - ditto - | - | - | 5 | - | " | - | - | - | 2-ton lots. |
| Ditto | - | - | - | - | - | - | - | - | 20 | - ditto - | - | - | 2 | 10 | " | - | - | - | 2-ton lots. |
| Lynn | - | - | - | - | - | - | - | - | 86 | - ditto - | - | - | 7 | 6 | " | - | - | - | |
| Ditto | - | - | - | - | - | - | - | - | 67 | - ditto - | - | - | 7 | 11 | " | - | - | - | |
| Ditto | - | - | - | - | - | - | - | - | 83 | - ditto - | - | - | 8 | 4 | " | - | - | - | |

*Last month (April 1881) four fat beasts were to be sent from Norwich to London. One was killed and sent up in the carcass; the bill for carrying the carcass was 1*l.* 4*s.* 6*d.*, against 10*s.*, if it had been sent up alive with the other three.

STATEMENT showing the RATES Charged for Cattle, &c. Conveyed by Railway between the Places named below—continued.

| From | To | Distance. Miles. | Railway Charges. | | | REMARKS. |
|----------------------------------|------------|---------------------|------------------|----------------|-------------------------|---|
| | | | Description, &c. | Rate. s. d. | Rate per Mile. d. | |
| Liverpool (Midland) | Norwich | 209 | Grain, &c. | 25 - per ton | 1·43 | 6 s.; S. to S.; 2 s. for collection, 4 d. for use of sacks; 8 s., 4 d. per ton. S. to S.; this shows a difference in the down and up traffic of 4 s. 10 d. per ton, S. to S |
| " (London and North Western). | - ditto | 264 | - ditto | 25 - " | 1·13 | |
| London | - ditto | 116 | - ditto | 8 4 " | 0·86 | |
| Norwich | London | 116 | - ditto | 10 10 " | 1·13 | |
| Trowse | Bungay | 26 | - ditto | 4 8 " | 2·15 | 2-ton lots - 1 " - 4 " - 2 " - |
| Ditto | - ditto | 26 | - ditto | 12 6 " | 5·76 | |
| Swaffham | Norwich | 34 | - ditto | 6 8 " | 2·35 | |
| | - ditto | | - ditto | 7 6 " | 2·64 | |
| Holme Hale | - ditto | 38 | - ditto | - | - | These rates are prohibitory to the extension of trade in grain; were they lower, much more could be done. |
| Watton | - ditto | 36 | - ditto | 6 8 " | 2·22 | |
| Stow Bedon | - ditto | 33 | - ditto | 6 8 " | 2·42 | |
| | - ditto | | - ditto | 6 8 " | 2·41 | |
| Thetford | - ditto | 31 | - ditto | 6 8 " | 2·58 | These rates are prohibitory to the extension of a trade in flour, wheat; were the rates lower much more could be done. |
| Brandon | - ditto | 38 | - ditto | 6 10 " | 2·15 | |
| Diss | - ditto | 19 | - ditto | 5 5 " | 3·42 | |
| | - ditto | | - ditto | 6 8 " | 4·21 | |
| Norwich | Swaffham | 34 | Flour and wheat | 7 6 " | 2·64 | These rates are prohibitory to the extension of a trade in flour, wheat; were the rates lower much more could be done. |
| Ditto | Holme Hale | 38 | - ditto | 7 11 " | 2·50 | |
| Ditto | Watton | 36 | - ditto | 6 8 " | 2·10 | |
| Ditto | Stow Bedon | 33 | - ditto | 6 8 " | 2·42 | |
| Ditto | Thetford | 31 | - ditto | 6 8 " | 2·58 | Note.—The rate is higher to Cambridge than to London; the rate per ton per mile to London is just over 2 d., while to Cambridge it is 1½ d. (about), and to Ely nearly 1½ d.; or more than double what it is to London. |
| Ditto | Brandon | 38 | - ditto | 7 6 " | 2·36 | |
| Ditto | Diss | 19 | - ditto | 5 10 " | 3·68 | |
| Trowse | London | 114 | Flour | 7 8 " | 0·80 | |
| Ditto | Cambridge | 68 | ditto | 8 4 " | 1·47 | |
| Ditto | Ely | 53 | ditto | 7 6 " | 1·69 | |

STATEMENT showing the RATES Charged for Coal in Owner's Trucks from Collieries to Norfolk Stations.

| | | Rates from Clifton Colliery, Notts, per Ton. | Rates from Barnsley, South Yorkshire Collieries, per Ton. | Rates from Lambton Colliery, Durham, per Ton. | |
|---|--------------|--|--|---|---|
| | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| Clifton Colliery Barnsley Colliery Lambton Colliery | Attleboro' - | 8 - | 9 3 | 11 2 | Yarmouth is 36 miles further from the collieries than Attleboro', and yet you will observe from these rates they charge 1 <i>s.</i> 9 <i>d.</i> in one case, and 2 <i>s.</i> per ton in the others, more to Attleboro' than to Yarmouth. |
| | Wymondham - | 8 1 | 9 5 | 11 3 | |
| | Dereham - | 7 8 | 9 - | 10 10 | |
| | Diss - | 8 8 | 10 - | - | Diss is not so far from collieries as Yarmouth, by three miles, but the charge, 2 <i>s.</i> 8 <i>d.</i> and 2 <i>s.</i> 9 <i>d.</i> per ton more to Diss than to Yarmouth. |
| | Norwich - | 6 11 | 8 2 | 10 3 | |
| | Yarmouth - | 6 - | 7 3 | 9 5 | |
| | Lowestoft - | 6 4 | 7 7 | 9 9 | Attleboro' is nearer the collieries by 16 miles than Norwich, and yet the rate to the former place is 1 <i>s.</i> 1 <i>d.</i> per ton more than to the latter. |
| | | | | | Yarmouth is 20 miles further off the collieries than Norwich, but the rate for the longer distance is 11 <i>d.</i> per ton less than for the shorter. |
| | | | | | In all these rates the shortest distance has the highest and the longest distance the lowest rates, because of water competition. All coals going to Yarmouth from the collieries by rail, actually pass through Attleboro' and Norwich stations, and of course all coals for Norwich must pass through Attleboro' station. |

S A L T.

Mornement, of Eccles-road, has trucks of salt sent quite through from Cheshire to Yarmouth, and then re-booked and returned to Eccles, as the rates combined (*i.e.*, from Cheshire to Yarmouth, and from Yarmouth to Eccles, were less than the rates from Cheshire to Eccles direct, consequently the railway company carry the salt 77 miles further for less money.

RATES from TROWSE STATION (Norwich, Great Eastern).

| NAME OF STATIONS. | Distance from Trowse Station. | Mineral Class, Dung and Stable Manure : 4-ton lots, S. to S. | | Special Class : 2-ton lots, S. to S. | | Packed Manures : 1-ton lots, S. to S. | | Agricultural Seeds : S. to S. | | Oil Cake : 2-ton lots, S. to S. | | Oil Cake : 5-ton lots, S. to S. | | Grain Malt : 2-ton lots, S. to S. | | Grain Malt : 5-ton lots, S. to S. | | REMARKS. |
|-------------------|-------------------------------|--|------------------------|--------------------------------------|------------------------|---------------------------------------|------------------------|-------------------------------|------------------------|---------------------------------|------------------------|---------------------------------|------------------------|-----------------------------------|------------------------|-----------------------------------|------------------------|--------------------|
| | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | |
| Section 1 : | Miles. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | s. d. | d. | |
| Yarmouth | 21 | 3 - | 1 71 | 7 6 | 4 38 | 5 4 | 3 04 | 0 7 | 3 76 | - | - | - | - | - | - | - | - | Water Competition. |
| Lowestoft | 23 | 3 6 | 1 82 | 4 5 | 2 30 | 5 10 | 3 04 | 7 5 | 3 86 | - | - | - | - | - | - | - | - | - ditto - ditto. |
| Section 2 : | | | | | | | | | | | | | | | | | | |
| Yarmouth | 21 | - | - | - | - | - | - | 6 7 | 3 76 | 5 - | 2 85 | 3 4 | 1 90 | - | - | 3 4 | 1 90 | - ditto - ditto. |
| Dereham | 21 | - | - | - | - | - | - | - | - | 6 3 | 3 57 | 5 5 | 3 09 | - | - | 2 | 2 18 | |
| Harleston | 21 | - | - | - | - | - | - | 7 5 | 4 23 | 6 3 | 3 57 | 5 5 | 3 09 | - | - | - | - | |
| Eccles-road | 18 | - | - | - | - | - | - | - | - | 5 10 | 3 88 | 5 - | 3 33 | - | - | - | - | |
| Section 3 : | | | | | | | | | | | | | | | | | | |
| Lowestoft | 23 | - | - | 4 5 | 2 30 | - | - | 7 5 | 3 86 | 5 - | 2 30 | 3 4 | 1 73 | 5 - | - | 3 4 | 1 73 | - ditto - ditto. |
| Carlton Colville | 23 | - | - | 8 4 | 4 34 | - | - | 8 - | 4 17 | - | - | - | - | - | - | - | - | |
| Homersfield | 24 | - | - | 7 6 | 3 95 | - | - | 8 - | 4 00 | 6 3 | 3 12 | 5 5 | 2 70 | 6 3 | 3 12 | 5 10 | 2 91 | |
| Mellis | 23 | - | - | 7 6 | 3 91 | - | - | 7 10 | 4 08 | 6 3 | 3 26 | 5 5 | 2 82 | 6 3 | 3 26 | 5 10 | 3 04 | |
| Hurling-road | 22 | - | - | 7 6 | 4 09 | - | - | 7 7 | 4 13 | 6 3 | 3 40 | 5 5 | 2 95 | - | - | - | - | |
| Section 4 : | | | | | | | | | | | | | | | | | | |
| Brandon | 37 | - | - | - | - | - | - | 8 - | 2 57 | - | - | - | - | - | - | - | - | |
| Holme Hale | 37 | - | - | - | - | - | - | 9 2 | 2 97 | - | - | - | - | - | - | - | - | |
| Section 5 : | | | | | | | | | | | | | | | | | | |
| Fakenham | 33 | - | - | - | - | - | - | 8 - | 2 00 | - | - | - | - | - | - | - | - | |
| Swaffham | 33 | - | - | - | - | - | - | 8 6 | 3 09 | - | - | - | - | - | - | - | - | |

Note.—Difference between Yarmouth and Lowestoft Special Class Rates. Oil Cake Rates in Sections 2 and 3, and distances against rates in Sections 4 and 5.

INEQUALITY IN CHARGES FOR CARRIAGE OF FOREIGN AND ENGLISH HOPS.

CARRIAGE ON ENGLISH HOPS, showing RATE per Ton and Mileage.

RATES for Conveyance of HOPS to LONDON, per Pocket, weighing 1 cwt. 2 qrs. 12 lbs.

1.—SOUTH EASTERN RAILWAY.

| Miles. | From STATION at | s. | d. | Miles. | From STATION at | s. | d. | Miles. | From STATION at | s. | d. |
|--------|-----------------|----|----|--------|-------------------|----|----|--------|--------------------|----|----|
| 9 | Beckenham - | 1 | 3 | 43 | Farleigh - | 2 | 6 | 39 | Wadhurst - | 3 | - |
| 10 | Bromley - | 1 | 3 | 40 | Wateringbury - | 2 | 6 | 43 | Ticehurst-road - | 3 | - |
| 12 | Bickley - | 1 | 3 | 22 | Redhill - | 2 | 3 | 50 | Robertsbridge - | 3 | - |
| 10 | Grove Park - | 1 | 3 | 28 | Godstone - | 2 | 3 | 55 | Battle - | 3 | - |
| 10 | Chislehurst - | 1 | 3 | 33 | Edenbridge - | 2 | 3 | 62 | Hastings - | 3 | - |
| 13 | Orpington - | 1 | 6 | 38 | Penshurst - | 2 | 3 | 61 | Ham-street - | 3 | - |
| 15 | Chelsfield - | 1 | 6 | 20 | Tonbridge - | 2 | 6 | 64 | Appledore - | 3 | - |
| 20 | Dunton Green - | 1 | 9 | 34 | Paddock Wood - | 2 | 6 | 71 | Rye - | 3 | - |
| 22 | Seven Oaks - | 2 | 0 | 39 | Marden - | 2 | 0 | 72 | Winchelsea - | 3 | - |
| 27 | Hildenborough - | 2 | 6 | 41 | Staplehurst - | 3 | - | 60 | Wye - | 3 | - |
| 9 | Eltham - | 1 | 6 | 45 | Headcorn - | 3 | - | 65 | Chilham - | 3 | - |
| 19 | Dartford - | 1 | 9 | 50 | Pluckley - | 3 | - | 67 | Chartham - | 3 | - |
| 21 | Northfleet - | 2 | - | 56 | Ashford - | 3 | - | 70 | Canterbury - | 3 | - |
| 23 | Gravesend - | 2 | - | 60 | Smetham - | 3 | - | 72 | Sturry - | 3 | - |
| 28 | Higham - | 2 | - | 64 | Westenhanger - | 3 | - | 47 | Etchingham - | 3 | - |
| 31 | Strood - | 2 | - | 65 | Hythe - | 3 | - | 38 | Yalding - | 2 | 6 |
| 33 | Cuxton - | 2 | - | 70 | Sandgate - | 3 | - | 76 | Whitstable - | 3 | 3 |
| 36 | Snodland - | 2 | 6 | 34 | Tunbridge Wells - | 2 | 9 | 76 | Grove Ferry - | 3 | 3 |
| 38 | Aylesford - | 2 | 6 | 36 | Frant - | 2 | 9 | 78 | Beyond Grove Ferry | 3 | 3 |
| 45 | Maidstone - | 2 | 6 | | | | | | | | |

2.—LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

| Miles. | From STATION at | s. | d. | Miles. | From STATION at | s. | d. | Miles. | From STATION at | s. | d. |
|--------|-------------------|----|----|--------|------------------|----|----|--------|-----------------|----|----|
| 13 | Caterham Junction | 1 | 6 | 55 | Isfield - | 2 | 6 | 65 | Pevensey - | 3 | - |
| 22 | Redhill - | 2 | 3 | 55 | Uckfield - | 2 | 6 | 71 | Bexhill - | 3 | - |
| 25 | Horley - | 2 | 3 | 53 | Glynde - | 2 | 9 | 74 | St. Leonards - | 3 | - |
| 29 | Three Bridges - | 2 | 6 | 57 | Berwick - | 3 | - | 76 | Hastings - | 3 | - |
| 31 | Rowfant - | 2 | 6 | 61 | Polegate - | 3 | - | 51 | Rotherfield - | 3 | - |
| 46 | Groombridge - | 2 | 9 | 33 | Grange-road - | 2 | 6 | 48 | Eridge - | 2 | 9 |
| 49 | Tunbridge Wells - | 2 | 9 | 36 | East Grinstead - | 2 | 6 | 56 | Buxted - | 3 | - |
| 44 | Plumpton - | 2 | 6 | 39 | Forest-row - | 2 | 6 | 33 | Balcombe - | 2 | 6 |
| 48 | Cooksbridge - | 2 | 6 | 42 | Hartfield - | 2 | 6 | 37 | Hayward's Heath | 2 | 6 |
| 50 | Lewes - | 2 | 6 | 44 | Withyham - | 2 | 9 | 41 | Burgess Hill - | 2 | 6 |
| 53 | Barcombe - | 2 | 6 | 64 | Hailsham - | 3 | - | | | | |

3.—LONDON, CHATHAM, AND DOVER RAILWAY.

| Miles. | From STATION at | s. | d. | Miles. | From STATION at | s. | d. | Miles. | From STATION at | s. | d. |
|--------|-----------------|----|----|--------|--------------------|----|----|--------|--------------------------------|----|----|
| 8 | Beckenham - | 1 | 3 | 20 | Farningham-road - | 1 | 9 | 48 | Teynham - | 2 | 0 |
| 10 | Bromley - | 1 | 3 | 23 | Fawkham - | 2 | - | 52 | Faversham - | 2 | 9 |
| 12 | Bickley - | 1 | 3 | 24 | Longfield Siding - | 2 | - | 58 | Whitstable - | 3 | 3 |
| 14 | St. Mary Cray - | 1 | 6 | 20 | Meopham - | 2 | - | 62 | Herne Bay and Stations beyond. | 3 | 3 |
| 18 | Swanley - | 1 | 6 | 27 | Sole-street - | 2 | - | | | | |
| 18 | Eynsford - | 1 | 9 | 34 | Chatham - | 2 | - | 55 | Selling - | 3 | - |
| 22 | Shoreham - | 1 | 9 | 36 | New Brompton - | 2 | - | 67 | Chartham - | 3 | - |
| 25 | Seven Oaks - | 2 | - | 39 | Rainham - | 2 | 3 | 61 | Canterbury - | 3 | - |
| 27 | Kemsing - | 2 | - | 41 | Newington - | 2 | 6 | 64 | Bekesbourne - | 3 | - |
| 28 | Wrotham - | 2 | 3 | 45 | Sittingbourne - | 2 | 0 | 67 | Adisham and Stations beyond. | 3 | 3 |
| 34 | Malling - | 2 | 6 | 49 | Queensborough - | 2 | 9 | | | | |
| 39 | Maidstone - | 2 | 6 | 51 | Sheerness - | 2 | 9 | | | | |

EXAMPLES of RATES by Carriage on HOPS from sundry Stations per the undermentioned Railways.

1.—SOUTH EASTERN RAILWAY.

| STATIONS. | Miles from London. | Charge per Pocket. | Rate per Ton. |
|---------------------|--------------------|--------------------|---------------|
| | | £. s. d. | £. s. d. |
| Beckenham - - - - | 9 | - 1 3 | - 15 6½ |
| Dartford - - - - | 19 | - 1 9 | 1 1 9½ |
| Staplehurst - - - - | 41 | - 3 - | 1 17 2½ |
| Whitstable - - - - | 76 | - 3 3 | 2 - 5½ |
| Canterbury - - - - | 70 | - 3 - | 1 17 2½ |

2.—LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

| STATIONS. | Miles from London. | Charge per Pocket. | Rate per Ton. |
|------------------|--------------------|--------------------|---------------|
| | | £. s. d. | £. s. d. |
| Redhill - - - - | 22 | - 2 3 | 1 8 - |
| Eridge - - - - | 48 | - 3 - | 1 17 2½ |
| Glynde - - - - | 53 | - 2 9 | 1 14 2½ |
| Uckfield - - - - | 55 | - 2 6 | 1 11 1 |
| Hastings - - - - | 76 | - 3 - | 1 17 2½ |

3.—LONDON CHATHAM, AND DOVER RAILWAY.

| STATIONS. | Miles from London. | Charge per Pocket. | Rate per Ton. |
|-----------------------|--------------------|--------------------|---------------|
| | | £. s. d. | £. s. d. |
| Beckenham - - - - | 8 | - 1 3 | - 15 6½ |
| Maidstone - - - - | 39 | - 2 6 | 1 11 1½ |
| Sittingbourne - - - - | 45 | - 2 9 | 1 14 2½ |
| Bekesbourne - - - - | 64 | - 3 - | 1 17 2½ |
| Dover - - - - | 77 | - 3 3 | 2 - 5½ |

CARRIAGE ON FOREIGN HOPS, showing RATE per Ton and Mileage.

| FOREIGN HOPS. | Average Weight. | Distance in Miles from London | Rate per Ton, about |
|--|-----------------------|-------------------------------|---------------------|
| | <i>Cwt. qrs. lbs.</i> | | <i>£. s. d.</i> |
| 1.—Shipping, Freight, and Rail from Boulogne to London <i>via</i> Folkestone, delivered into Borough London Warehouse, per South Eastern Railway Company - | 2 2 15 | 99 | - 19 7 |
| 2.—Shipping, Freight, and Rail from Dieppe <i>via</i> Newhaven, delivered into Borough Warehouse, London, per London, Brighton & South Coast Railway - | 2 2 15 | 121 | - 17 - |
| 3.—Shipping, Freight, and Rail from Calais <i>via</i> Dover, delivered into Borough London Warehouse, per London, Chatham & Dover Railway - - - | 2 2 15 | 98 | - 19 7 |
| The cost of bringing Hops from New York into the Borough Warehouses direct, or <i>via</i> Liverpool! - - - - - | 1 2 12 | 3,249 | 5 16 8 |

Thus, as per Example No. 1—

The South Eastern Railway charge for the carriage of one ton of Hops from Staplehurst Station to London, a distance of 41 miles, 37 *s.* 2 *d.* On the other hand, they will carry one ton from Boulogne, a distance of 99 miles, into a Borough warehouse, including freight, landing, and delivery, for 19 *s.* 7 *d.*

According to Example 2, it will be seen that the London, Brighton and South Coast Railway charge 37 *s.* 2 *d.* per ton from Eridge to London, 48 miles, while they will bring Hops from Dieppe, including shipping, freight, and rail, into a Borough Warehouse for 17 *s.* per ton.

Again, Example 3. The Chatham and Dover Railway Company charge 34 *s.* 2 *d.* per ton for the carriage of Hops from Sittingbourne to London, a distance of 45 miles, while they will bring one ton from Calais, including all the extra expense and labour involved in shipping, freight, landing, and delivering into a Borough Warehouse, a distance of 98 miles, for 19 *s.* 7 *d.* per ton.

Appendix, No. 25.

PAPER handed in by the *Chairman*.

ABSTRACTS compiled from STATEMENTS prepared by the SECRETARY of the
ROYAL AGRICULTURAL SOCIETY of ENGLAND.

TABLE showing Inequality of RATES charged for the Carriage of Cattle, Sheep, Milk, Butter, Fruit,
Grain, Flour, Vegetables, and other Merchandise, by the following Railway Companies:—

London and North Western.
London, Chatham, and Dover.
Great Eastern.

South Eastern.
Great Western.

Compiled from Statements in Appendix, No. 24, pp. 108-147.

GREAT EASTERN RAILWAY COMPANY (per Passenger Train).

| Page in App. 24. | Between | And | Description, &c. | Class. | Distance. | Rate. | Rate per Ton per Mile, &c. |
|-----------------------|----------------------|----------------------------|----------------------------------|-----------|-----------|---------------|----------------------------|
| | | | | | Miles. | Per Gall. | Minimum. |
| | | | | | | s. d. | d. |
| 109 | Romford - - - | London (Liverpool-street). | Milk - - - | 5th | 13 | - ½ | 6 |
| 109 | Theydon Bois - - - | - ditto - - - | ditto - - - | " | 15 | - ½ | 6 |
| 109 | Roydon - - - | - ditto - - - | ditto - - - | " | 20 | - ½ | 6 |
| 108 | Sawbridgeworth - - - | - ditto - - - | ditto - - - | " | 27 | - ½ | 8 |
| 109 | Chelmsford - - - | - ditto - - - | ditto - - - | " | 30 | - ½ | 8 |
| 108 | Newport - - - | - ditto - - - | ditto - - - | " | 40 | - ½ | 8 |
| 109 | Cambridge - - - | - ditto - - - | ditto - - - | " | 56 | - 1 | 10 |
| 109 | Sudbury - - - | - ditto - - - | ditto - - - | " | 59 | - 1 | 10 |
| 108 | Melford - - - | - ditto - - - | ditto - - - | " | 62 | - 1 | 10 |
| 109 | Bury - - - | - ditto - - - | ditto - - - | " | 78 | - 1 | 10 |
| 108 | Manea - - - | - ditto - - - | ditto - - - | " | 80 | - 1 | 10 |
| 108 | Chatteris - - - | - ditto - - - | ditto - - - | " | 81 | - 1 | 10 |
| 108 | March - - - | - ditto - - - | ditto - - - | " | 86 | - 1 | 10 |
| Minimum charge, 10 d. | | | | | | | |
| | | | | | | Rate per Cwt. | |
| | | | | | | C. R. | O. R. |
| | | | | | | s. d. | s. d. |
| 109 | Romford - - - | London (Liverpool-street). | Meat, pigeons, and live poultry. | 4th & 5th | 13 | 1 5 | 1 30 |
| 109 | Theydon Bois - - - | - ditto - - - | - ditto - - - | " | 15 | 1 5 | 1 30 |
| 109 | Roydon - - - | - ditto - - - | - ditto - - - | " | 20 | 1 5 | 1 30 |
| 108 | Sawbridgeworth - - - | - ditto - - - | - ditto - - - | " | 27 | 4 9 | 2 11 |
| 109 | Chelmsford - - - | - ditto - - - | - ditto - - - | " | 30 | 4 9 | 2 5 |
| 108 | Newport - - - | - ditto - - - | - ditto - - - | " | 40 | 4 9 | 2 5 |
| 109 | Cambridge - - - | - ditto - - - | - ditto - - - | " | 56 | 4 9 | 2 5 |
| 109 | Sudbury - - - | - ditto - - - | - ditto - - - | " | 59 | 4 9 | 2 5 |
| 108 | Melford - - - | - ditto - - - | - ditto - - - | " | 62 | 4 9 | 2 5 |
| 109 | Bury - - - | - ditto - - - | - ditto - - - | " | 78 | 4 9 | 2 5 |
| 108 | Manea - - - | - ditto - - - | - ditto - - - | " | 80 | 4 9 | 2 5 |
| 108 | Chatteris - - - | - ditto - - - | - ditto - - - | " | 81 | 4 9 | 2 5 |
| 108 | March - - - | - ditto - - - | - ditto - - - | " | 86 | 4 9 | 2 5 |
| | | | | | | s. d. | d. |
| 109 | Romford - - - | - ditto - - - | - ditto - - - | 4th | 13 | 1 5 | 1 30 |
| 109 | Theydon Bois - - - | - ditto - - - | - ditto - - - | " | 15 | 1 5 | 1 30 |
| 109 | Roydon - - - | - ditto - - - | - ditto - - - | 4th & 5th | 20 | 1 5 | 0 85 |
| 108 | Sawbridgeworth - - - | - ditto - - - | Dead poultry - - - | 5th | 27 | 4 9 | 2 11 |
| 109 | Chelmsford - - - | - ditto - - - | Dead rabbits - - - | 3rd | 30 | 4 9 | 1 90 |
| 108 | Newport - - - | - ditto - - - | Butter, eggs - - - | 5th | 40 | 4 9 | 1 42 |
| 109 | Cambridge - - - | - ditto - - - | Plants and flowers in pots. | " | 56 | 4 9 | 1 01 |
| 109 | Sudbury - - - | - ditto - - - | - ditto - - - | " | 59 | 4 9 | 0 96 |
| 108 | Melford - - - | - ditto - - - | Fruit and vegetables | " | 62 | 4 9 | 0 91 |
| 109 | Bury - - - | - ditto - - - | Rabbits alive - - - | " | 78 | 4 9 | 0 73 |
| 108 | Manea - - - | - ditto - - - | - ditto - - - | " | 80 | 4 9 | 0 71 |
| 108 | Chatteris - - - | - ditto - - - | - ditto - - - | " | 81 | 4 9 | 0 70 |
| 108 | March - - - | - ditto - - - | - ditto - - - | " | 86 | 4 9 | 0 66 |

* Minimum, 56 lbs.

LONDON AND NORTH WESTERN RAILWAY COMPANY (per Goods Trains).

| Page in App. 24. | Between | And | Description, &c. | Class. | Distance. | Rate. | Rate per Ton per Mile, &c. |
|------------------|-----------------|---------------|---|---------|-----------|-------------------|----------------------------------|
| | | | | | Miles. | Per Ton. s. d. | d. |
| 111 | London (Camden) | Leighton | Vegetables, potatoes (old), carrots, onions, mangel wurtsel, para- snips, 3-ton lots and above (loose). | Special | 39 | 6 8 | 2.05 |
| 110 | Ditto | Bletchley | | " | 46 | 8 4 | 2.17 |
| 110 | Ditto | Cambridge | | " | 91 | 11 8 | 1.53 |
| 111 | Ditto | *Peterborough | | " | 109 | 12 6 | 1.37 |
| 111 | Ditto | Shrewsbury | | " | 161 | 25 (c. & d.) | 1.86 |
| 111 | Ditto | Leighton | Peas and other vege- tables, under 1-ton lots | 2nd | 39 | 16 8 | 5.12 |
| 110 | Ditto | Bletchley | | " | 46 | 16 8 | 4.34 |
| 110 | Ditto | Cambridge | | " | 91 | 21 8 | 2.85 |
| 111 | Ditto | Peterborough | | " | 109 | 23 4 | 2.56 |
| 111 | Ditto | Shrewsbury | | " | 161 | 35 - | 2.60 |
| 110 | Ditto | Cambridge | Grain (home grown), 4-ton lots. | Special | 91 | 9 2 | 1.20 |
| 110 | Ditto | - ditto | Grain (foreign), 4-ton lots. | " | 91 | 7 6 | 0.98 |

GREAT EASTERN RAILWAY COMPANY (per Goods Trains).

| | | | | | | | | |
|-----|----------------------|-------------------|--|---------|-----|----|----|-------|
| 112 | Stratford Market | Ilford | Vegetables of all descriptions packed in 2-ton lots, and cartage in London. | Special | 4 | 3 | 9 | 11.25 |
| 112 | Ditto | Hale End | | " | 7 | 4 | 2 | 7.14 |
| 112 | Ditto | Roydon | | " | 19 | 7 | 1 | 4.47 |
| 112 | Ditto | Great Chesterford | | " | 44 | 9 | 2 | 2.50 |
| 112 | Ditto | Downham | | " | 85 | 10 | 10 | 1.52 |
| 112 | Ditto | Ilford | Vegetables of all descriptions packed in less than 2-ton lots, and cartage in London. | 1st | 4 | 7 | 1 | 21.25 |
| 112 | Ditto | Hale End | | " | 7 | 7 | 6 | 12.85 |
| 112 | Ditto | Roydon | | " | 19 | 8 | 9 | 5.52 |
| 112 | Ditto | Great Chesterford | | " | 44 | 12 | 6 | 3.40 |
| 112 | Ditto | Downham | | " | 85 | 15 | — | 2.11 |
| 112 | Ditto | Ilford | Carrots, potatoes, parsnips, turnips for domestic purposes, in 2-ton lots and upwards. | Special | 4 | 3 | 9 | 11.25 |
| 112 | Ditto | Hale End | | " | 7 | 3 | 9 | 6.42 |
| 112 | Ditto | Roydon | | " | 19 | 5 | — | 3.15 |
| 112 | Ditto | Great Chesterford | | " | 44 | 7 | 1 | 1.93 |
| 112 | Ditto | Downham | | " | 85 | 8 | 4 | 1.17 |
| 113 | London (Bishopsgate) | Epping | Vegetables of all descriptions packed in 2-ton lots, cartage in London. | Special | 16 | 10 | 10 | 8.12 |
| 113 | Ditto | Melton | | " | 80 | 14 | 7 | 2.18 |
| 113 | Ditto | Peterborough | | " | 100 | 16 | 6 | 1.98 |
| 113 | Ditto | Epping | Vegetables of all descriptions packed in less than 2-ton lots, cartage in London. | 1st | 16 | 14 | 2 | 10.62 |
| 113 | Ditto | Melton | | " | 80 | 18 | 9 | 2.81 |
| 113 | Ditto | Peterborough | | " | 100 | — | — | — |
| 113 | Ditto | Epping | Carrots, potatoes, &c. for domestic purposes, in 2-ton lots and upwards. | Special | 16 | 5 | 5 | 4.06 |
| 113 | Ditto | Melton | | " | 80 | 8 | 9 | 1.31 |
| 113 | Ditto | Peterborough | | " | 100 | — | — | — |

LONDON, CHATHAM, AND DOVER RAILWAY COMPANY (per Goods Trains).

| | | | | | | | | |
|-----|-------------|--------------------|--|---------|----|----|---|------|
| 115 | Blackfriars | Wrotham | Grain, &c., 2-ton lots Grain, &c., 4-ton lots Hops | Special | 30 | 5 | — | 2.00 |
| | | | | " | 30 | 3 | 9 | 1.50 |
| | | | | 3rd | 30 | 13 | 4 | 5.33 |
| 115 | Ditto | Maidstone | Grain, &c., 2-ton lots Grain, &c., 4-ton lots Hops | Special | 40 | 5 | — | 1.50 |
| | | | | " | 40 | 4 | — | 1.20 |
| | | | | 3rd | 40 | 13 | 4 | 4.00 |
| 115 | London | Queenborough† | Pears, plums, apples, walnuts, &c. | 1st | 50 | 25 | — | 6.00 |
| 115 | Ditto | Flushing (Holland) | - - ditto | 1st | 50 | 12 | 6 | — |

* Potatoes, carrots, mangel wurtzel and turnips to Peterborough, in 5-ton lots, 7 s. 6 d. per ton.

† Fruit.—The great difference in the rate charged to Queenborough, as against Flushing, which simply amounts to giving the foreign grower a bonus of 12 s. 6 d. a ton.

GREAT WESTERN RAILWAY COMPANY (per Goods Train).

| Page in App. 24. | Between | And | Description, &c. | Class. | Distance. | Rate. | Rate per Ton per Mile, &c. |
|------------------|-----------------------|------------|---------------------------------|--------------|---------------|--------------|----------------------------|
| | | | | | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| 115 | Pensance* - - | London - - | Potatoes - - - Brocoli - - - | Special " | 328 328 | 45 - 40 - | 1'64 1'46 |
| 115 | Jersey, or Cherbourg† | London - - | Potatoes - - - Brocoli - - - | " " | - - | 30 - 35 - | - - |

GREAT EASTERN RAILWAY COMPANY (per Goods Train).

| | | | | | | | |
|-----|-----------------|--------------------------|---|---|--|---|---|
| 117 | Stratford - - - | Brentwood - - | Butter : In casks with lids - In cools, &c. - In baskets, &c. - In crocks - - - Poultry : Dead - - - Alive - - - | 2nd 3rd 4th 5th 4th 5th | 15 15 15 15 15 15 | 11 3 11 8 15 - 17 6 15 - 17 6 | 9'00 9'33 12'00 14'00 12'00 14'00 |
| 117 | Ditto - - - | Braintree - - | Butter : In casks with lids - In cools, &c. - In baskets, &c. - In crocks - - - Poultry : Dead - - - Alive - - - | 2nd 3rd 4th 5th 4th 5th | 41 41 41 41 41 41 | 17 11 20 - 26 8 31 8 26 8 31 8 | 5'24 9'75 7'80 9'26 7'80 9'26 |
| 116 | Harwich - - - | Stratford - - | Butter : In casks with lids - In cools, &c. - In baskets, &c. - In crocks - - - Poultry : Dead - - - Alive - - - | 2nd 3rd 4th 5th 4th 5th | 66 66 66 66 66 66 | 18 9 21 8 33 4 38 4 33 4 38 4 | 3'40 3'93 6'06 7'12 6'06 7'12 |
| 117 | Stratford - - - | Brentwood - - | Grain, flour, &c., 2-ton lots. Grain, flour, &c., 4-ton lots. | Special " | 15 15 | 5 - 4 7 | 4'00 3'66 |
| 117 | Ditto - - - | Braintree - - | Grain, flour, &c. - Seeds : Agricultural, &c. - Carraway, &c. - Flax, &c., 2-ton lots Flax, &c., 4-ton lots Grain, flour, &c. - Seeds : Agricultural, &c. - Carraway, &c. - Flax, &c. - | " 2nd & 1st 3rd Special " 2nd & 1st 3rd Special " | 41 15 15 15 15 41 41 41 41 41 41 | 9 2 11 3 11 8 5 - 4 7 9 2 17 11 20 - 9 2 9 2 15 - | 2'68 9'00 9'33 4'00 3'66 2'68 5'24 5'85 2'68 1'66 - |
| 116 | Ditto - - - | Harwich - - | Grain, flour, &c. - Seeds : Agricultural, &c. - Carraway, &c. - Flax, &c. - | " 2nd & 1st 3rd Special " | 66 66 66 66 206 | 9 2 18 9 21 8 9 2 12 6 | 1'66 3'40 3'93 1'66 0'72 |
| 194 | Ditto - - - | Antwerp (Continental) | Grain, flour, &c. - Seeds : Agricultural, &c. - Carraway, &c. - Flax, &c. - | " 2nd & 1st 3rd Special " | 206 206 206 206 186 | 12 6 22 6 27 6 12 6 12 6 | 0'72 1'31 1'60 0'72 0'80 |
| 124 | Ditto - - - | Rotterdam (Continental). | Grain, flour, &c. - Seeds : Agricultural, &c. - Carraway, &c. - Flax, &c. - Wool - - - " carded, &c. - Horses, gent's - " tradesmen's - | " 2nd & 1st 3rd Special 2nd 3rd - - | 186 186 186 186 186 186 186 186 | 12 6 22 6 27 6 12 6 27 6 27 6 42 each 35 each | 0'80 1'45 1'77 2'70 each 2'25 each |

* Estimated growth of potatoes, &c., in Cornwall, 30,000 tons annually. It is, therefore, clear that Home growers, as compared with Foreign producers, are worse off by 15,000 l. a year.

† The extra labour incurred in the transit of produce (Foreign) by steamer and rail.
Note difference between English and Continental rate per ton per mile.

GREAT EASTERN RAILWAY (per Goods Train)—*continued.*

| Page in App. 24. | Between | And | Description, &c. | Class. | Distance. | Rate. | Rate per Ton per Mile. |
|------------------|----------------------|-------------------------------|--|---|--|--|---|
| | | | | | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| 124 | Stratford - - - | Antwerp (Continental) - - - | Poultry: Dead - - - Alive - - - | 4th 5th | 206 206 | 37 6 47 6 | 2.18 2.76 |
| 124 | Ditto - - - | Rotterdam (Continental) - - - | Dead - - - Alive - - - | 4th 5th | 186 186 | 37 6 47 6 | 2.41 3.06 |
| | | | Butter: In casks, &c., with lids. In crocks, in wood, &c. In baskets, &c. - In crocks - - | 2nd 3rd 4th 5th | 55 55 55 55 | 21 8 25 - 32 6 40 - | 4.72 5.45 7.09 8.72 |
| 119 | Bishopsgate - - - | Cambridge - - - | Grain: In 2-ton lots - In 4 " - - In 10 " - - In 20 " - - Seeds: Agricultural - - Canary - - Flax, &c. - - Seeds not provided for in R. C. House classification - - | Special " " " " 2nd Special 4th | 55 55 55 55 55 55 55 55 | 9 2 7 6 import 6 5 " 5 7 " 5 7 " 21 8 11 8 32 6 | 2.00 1.63 S. to S. 1.40 " 1.21 " 1.21 4.72 2.54 7.09 |
| 119 | Ditto - - - | Manea - - - | Butter: In casks, &c., with lids. In crocks, in wood, &c. Baskets, &c. - Crocks - - Grain: In 2-ton lots - In 4 " - - In 10 " - - In 20 " - - Meat (Fresh) - - | 2nd 3rd 4th 5th Special " " " 4th | 80 80 80 80 80 80 80 80 80 | 25 5 35 - 36 8 43 4 10 - 9 2 8 4 36 8 | 3.81 5.25 5.50 6.50 1.50 1.37 1.25 5.50 |
| 122 | London (Stratford) - | Loughton - - - | Small Truck, Cattle - Medium " - - Large " - - Sheep cage - - | Lean { Cattle { | 8 8 8 8 | 6 - per truck 6 - " 6 6 " 7 8 " | 9.00 9.00 9.75 11.50 |
| 122 | Loughton - - - | London (Stratford) - | Cattle - - - | Fat - | 8 | 3 - per head | 4.50 |
| 122 | London (Stratford) - | Ongar - - - | Small Truck, Cattle - Medium " - - Large " - - Sheep cage - - | Lean { Cattle { | 19 19 19 19 | 9 2 per truck 10 11 " 12 5 " 16 10 " | 5.78 6.89 7.84 10.63 |
| 122 | Ongar - - - | London - - - | Cattle - - - | Fat - | 19 | 3 6 per head | 2.21 |
| 122 | London (Stratford) - | Swaffham - - - | Small Truck, Cattle - Medium " - - Large " - - Sheep cage - - | Lean { Cattle { | 109 109 109 109 | 50 5 per truck 60 - " 69 3 " 91 10 " | 5.55 6.60 7.62 10.11 |
| 122 | Swaffham - - - | London (Stratford) - | Cattle - - - | Fat - | 109 | 9 6 per head | 1.04 |

Note difference between English and Continental rate per ton per mile.

2nd and 3rd class rates apply to the carriage of wool between the above points.

Note.—Special or exceptional rates, pages, 118, 119.

Note difference in rate per mile, long and short distance.

The same rates apply to trucks conveying calves, sheep, and lambs, but the rates for pigs is much higher, as shown in Detailed Statements, pages, 122, 123.

Small truck, cattle, will carry 10 as a load, sheep 30, calves 25
Medium " " 12 " " 35 " 30
Large " " 12 and above, as a load, sheep 35 and above, calves 30 and above.
Small " " 40 lambs, 25 pigs.
Medium " " 50 " 30 "
Large " " 50 " and above, 30 pigs and above.

Appendix, No. 26.

PAPER handed in by Mr. Thomas Pim, Jun.

SCALE OF RATES.—LIVERPOOL AND DUBLIN TO INLAND TOWNS.

MIDLAND GREAT WESTERN RAILWAY COMPANY.

| | Miles. | 1st Class. | | 2nd Class. | | 3rd Class. | | 4th Class. | | 5th Class. | | 6th Class. | | Butter and Eggs. | | Firkins, Cooped. | | | | | | | | | |
|----------------------|--------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|------------------|--------------------------|------------------|-----|------------|----|----|----|--------------------------|--|--|--|
| | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | | | | | | | | |
| | | From DUBLIN to | | | | | | | | | | | | | | | | | | | | | | | |
| Clonsilla - | 7 | 2 | 6 | 4 | 28 | 3 | 4 | 5 | 71 | 4 | 2 | 7 | 14 | 5 | — | 8 | — | 13 | 71 | — | — | | | | |
| Enfield - | 26½ | 5 | — | 2 | 26 | 6 | 10 | 2 | 64 | 6 | 8 | 3 | 01 | 9 | 2 | 4 | 15 | 12 | 2 | 5 | 50 | | | | |
| Mullingar - | 50½ | 7 | 6 | 1 | 79 | 9 | 2 | 2 | 19 | 10 | — | 2 | 39 | 15 | 10 | 3 | 78 | 38 | 4 | 9 | 15 | | | | |
| Longford - | 76½ | 10 | — | 1 | 57 | 11 | 8 | 1 | 83 | 16 | 8 | 2 | 62 | 22 | 6 | 3 | 54 | 56 | 8 | 8 | 91 | | | | |
| Carrick-on-Shannon - | 97½ | 12 | 6 | 1 | 53 | 14 | 2 | 1 | 74 | 20 | 10 | 2 | 56 | 28 | 4 | 3 | 47 | 71 | 8 | 8 | 73 | | | | |
| Ballymore - | 120 | 10 | — | 1 | 00 | 15 | — | 1 | 50 | 20 | — | 2 | 00 | 25 | 10 | 2 | 26 | 40 | 10 | 4 | 01 | | | | |
| Ballaghaderreen - | 122 | 14 | 2 | 1 | 39 | 16 | 8 | 1 | 64 | 25 | — | 2 | 46 | 33 | 4 | 3 | 27 | 49 | 2 | 4 | 83 | | | | |
| Athlone - | 78½ | 8 | 6 | 1 | 30 | 10 | 6 | 1 | 61 | 14 | 3 | 2 | 12 | 19 | 6 | 2 | 92 | 28 | 6 | 4 | 37 | | | | |
| Roscommon - | 96½ | 12 | 6 | 1 | 55 | 14 | 2 | 1 | 76 | 20 | 10 | 2 | 59 | 28 | 4 | 3 | 53 | 40 | 10 | 5 | 09 | | | | |
| Castlebar - | 150 | 18 | 4 | 1 | 46 | 21 | 8 | 1 | 73 | 31 | 8 | 2 | 53 | 42 | 6 | 3 | 40 | 62 | 6 | 5 | 09 | | | | |
| Cavan - | 85½ | 8 | 4 | 1 | 17 | 12 | 6 | 1 | 75 | 16 | 8 | 2 | 34 | 20 | — | 2 | 80 | 30 | — | 4 | 21 | | | | |
| Ballinasloe - | 91½ | 10 | — | 1 | 30 | 11 | 8 | 1 | 52 | 17 | 6 | 2 | 29 | 22 | 6 | 2 | 94 | 35 | — | 4 | 57 | | | | |
| Between | | | | | | | | | | | | | | | | | | 6th Class. | | | | Butter and Eggs, Carted. | | | |
| Miles. | First Class. | | 2nd Class. | | 3rd Class. | | 4th Class. | | 5th Class. | | 6th Class. | | Butter and Eggs. | | Butter and Eggs, Carted. | | | | | | | | | | |
| | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | | | | | | | | | |
| 205 | } | 25 | — | 31 | 8 | 1 | 81 | 48 | 4 | 2 | 70 | 60 | 10 | 82 | 6 | 4 | 71 | 40 | 10 | 23 | 38 | | | | |
| 214 | | 9 | 2 | 1 | 63 | 10 | — | 1 | 78 | 20 | — | 3 | 56 | 29 | 2 | 5 | 20 | 50 | — | 8 | 92 | | | | |
| 67½ | 10 | — | 1 | 57 | 11 | 8 | 1 | 83 | 22 | 6 | 3 | 54 | 33 | 4 | 5 | 24 | 56 | 8 | 8 | 91 | 25 | 6 | | | |
| 76½ | 17 | — | — | 67 | 20 | — | — | 79 | 62 | 6 | 2 | 40 | 71 | 8 | 2 | 82 | 100 | — | 83 | 20 | 10 | — | | | |
| 304 | 18 | 4 | 1 | 32 | 22 | 6 | 1 | 82 | 44 | 2 | 3 | 18 | 66 | 8 | 4 | 83 | 117 | 6 | 8 | 48 | 47 | 2 | | | |
| 166½ | 18 | — | — | 81 | 20 | — | — | 90 | 58 | 4 | 2 | 65 | 70 | — | 3 | 18 | 100 | — | 34 | 40 | 2 | 19 | | | |
| 264 | 13 | 4 | 1 | 26 | 18 | 4 | 1 | 73 | 33 | 4 | 2 | 30 | 50 | 10 | 5 | 53 | 86 | 8 | 8 | 22 | 30 | — | | | |
| 126½ | 17 | 0 | — | 71 | 21 | 6 | 1 | 86 | 57 | 6 | 2 | 30 | 66 | 8 | 2 | 67 | 94 | 2 | 3 | 78 | 38 | 4 | | | |
| 299 | 19 | 2 | 1 | 42 | 22 | 6 | 1 | 68 | 45 | — | 3 | 55 | 66 | 8 | 8 | 4 | 115 | 10 | 8 | 63 | 48 | — | | | |
| 161 | 15 | — | — | 89 | 22 | — | — | 134 | 57 | 6 | 2 | 31 | 66 | 8 | 3 | 65 | 94 | 2 | 6 | 64 | 38 | 4 | | | |
| 272 | 10 | — | — | 66 | 15 | — | — | 97 | 25 | 10 | 2 | 53 | 40 | 10 | 2 | 94 | 69 | 2 | 4 | 15 | — | — | | | |
| 134 | 25 | — | — | 134 | 30 | 10 | 1 | 65 | 42 | 6 | 2 | 28 | 57 | 6 | 3 | 09 | 88 | 4 | 4 | 74 | 38 | 4 | | | |
| 223½ | 8 | 4 | 1 | 17 | 12 | 6 | 1 | 75 | 20 | — | 2 | 80 | 30 | — | — | — | 20 | — | 6 | 33 | 20 | 6 | | | |
| 85½ | 8 | 4 | 1 | 17 | 12 | 6 | 1 | 75 | 20 | — | 2 | 80 | 30 | — | — | — | 20 | — | 6 | 33 | 20 | 6 | | | |

GREAT SOUTHERN AND WESTERN RAILWAY COMPANY.

| From DUBLIN (KINGSBRIDGE) to | Miles. | Special. | | 1st Class. | | 2nd Class. | | 3rd Class. | | 4th Class. | | 5th Class. | |
|------------------------------|--------|----------|----|------------|----|------------|----|------------|----|------------|----|------------|----|
| | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| Sallins - | 18 | 3 | 6 | 2 | 6 | 4 | 2 | 6 | 10 | 8 | 4 | 1 | 8 |
| Newbridge - | 25½ | 4 | - | 2 | 6 | 4 | 2 | 6 | 8 | 10 | - | 13 | 4 |
| Kildare - | 30½ | 4 | 9 | 3 | - | 5 | - | 7 | 6 | 10 | 10 | 15 | - |
| Portlington - | 41½ | 5 | 9 | 3 | 9 | 6 | 8 | 9 | 2 | 14 | 2 | 20 | - |
| Maryboro' - | 51 | 6 | 9 | 4 | 6 | 7 | 6 | 10 | 10 | 10 | 8 | 23 | 4 |
| Templemore - | 79 | 8 | 6 | 6 | 3 | 10 | - | 15 | - | 23 | 4 | 33 | 4 |
| Limerick Junction - | 107½ | 10 | - | 7 | 9 | 13 | 4 | 18 | 4 | 28 | 4 | 42 | 6 |
| Limerick - | 129 | - | - | 8 | 9 | 18 | 3 | 16 | 6 | 26 | 6 | 44 | - |
| Athy - | 45 | 6 | 3 | 4 | - | 6 | 8 | 10 | - | 15 | - | 21 | 8 |
| Carlow - | 56 | 7 | - | 4 | 9 | 7 | 6 | 11 | 8 | 17 | 6 | 25 | - |
| Waterford - | 112 | - | - | 8 | - | 13 | 4 | 19 | 2 | 28 | 4 | 43 | 4 |

GREAT NORTHERN RAILWAY COMPANY.

| Between DUBLIN and | Miles. | 1st Class. | | 2nd Class. | | 3rd Class. | | 4th Class. | | 5th Class. | | 6th Class. | |
|--------------------|--------|------------|----|------------|----|------------|----|------------|----|------------|----|------------|----|
| | | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| Skerries - | 18 | 2 | 3 | 4 | - | 4 | 9 | 6 | - | 7 | - | 8 | - |
| Drogheda - | 32 | 4 | - | 6 | - | 7 | 4 | 9 | 2 | 10 | 8 | 12 | - |
| Castlebellingham - | 47½ | 6 | 8 | 9 | 2 | 11 | 3 | 14 | 2 | 17 | 6 | 22 | 6 |
| Dundalk - | 54½ | 7 | 6 | 10 | 10 | 13 | 4 | 15 | 10 | 19 | 2 | 25 | - |
| Newry - | 76½ | 9 | 8 | 13 | 6 | 17 | 6 | 21 | 8 | 25 | 10 | 33 | 4 |
| Portadown - | 88 | 9 | 2 | 12 | 9 | 18 | 4 | 23 | 4 | 28 | 4 | 37 | 6 |
| Lisburn - | 105½ | 10 | - | 13 | 4 | 15 | - | 20 | 4 | 25 | - | 35 | - |
| Belfast - | 113 | 9 | 2 | 10 | 6 | 12 | 6 | 15 | - | 20 | - | - | - |

Eggs and Butter, Fourth Class.

Appendix, No. 27.

PAPER handed in by the *Chairman*.

BOROUGH OF ROCHDALE.

THE Mayor, Aldermen, and Burgesses of the Borough of Rochdale respectfully bring to the knowledge of the Committee the position of this Borough in the matter of Railway Rates, and beg leave to present a Statement of the Rates affecting the same, contrasted with those affecting other places, whereby it will be seen that the Borough entirely loses the advantage of its geographical position, and is even, in some cases, handicapped.

The borough is served by one railway only, namely, the Lancashire and Yorkshire Railway.

Rochdale, 30 May 1881.

Zach. Mellor, Town Clerk,

To the Honourable the Railway Rates Committee,
House of Commons.

ROCHDALE.

(Statement before referred to.)

THE following RATES are charged by the Lancashire and Yorkshire Railway Company to different Towns, and for the several Classes of Goods, as undermentioned :—

| COTTON. | | Per Ton. |
|---|-----------|--------------|
| | | <i>s. d.</i> |
| From Liverpool to Oldham (46½ miles) (this includes warehousing) | - | 11 - |
| „ „ Rochdale (41½ miles) (this does not include warehousing). | | 12 6 |
| If Liverpool to Rochdale were charged at same rate for distance as Oldham, then it ought to be reduced to 10 <i>s.</i> , or a difference of 2 <i>s.</i> 6 <i>d.</i> | | |
| From London to Oldham (190½ miles) | - - - - - | 25 10 |
| „ „ Rochdale (197 miles) | - - - - - | 31 8 |
| If charged at same rate per mile as to Oldham, ought to be 25 <i>s.</i> 10 <i>d.</i> instead of 31 <i>s.</i> 8 <i>d.</i> ; difference 5 <i>s.</i> 10 <i>d.</i> | | |

COTTON WASTE :

| | | | | | | | | |
|----------------------------------|---|---|---|---|---|---|---|-------|
| Manchester to London, 185½ miles | - | - | - | - | - | - | - | bales |
| Oldham „ „ 190½ „ | - | - | - | - | - | - | - | „ |
| Bolton „ „ 197 „ | - | - | - | - | - | - | - | „ |
| Rochdale „ „ 197 „ | - | - | - | - | - | - | - | „ |

Rochdale, although the same distance as Bolton from London, is charged 5 s. 10 d. per ton more for the same goods; if charged at the same rate per mile as to Oldham, then an overcharge of 5 s. 8 d. per ton.

If sent to Liverpool by rail, then by sea from Liverpool to London, a saving of 10 s. per ton can be effected thus:—

| | | |
|---------------------------------------|----|----|
| | s. | d. |
| Railway charge, Rochdale to Liverpool | 12 | 6 |
| Steamer charge, Liverpool to London | 15 | - |
| | 27 | 6 |

As against 37 s. 6 d. Railway Company.

From Burnley to Rochdale, waste dealers are charged 10 d. a ton more than paper makers for the same kind of goods.

Also from Manchester to Rochdale, and *vice versa*,

| | | |
|--------------------------|----|----|
| | s. | d. |
| Rate to Waste Dealers is | 6 | 8 |
| To Paper Makers | 5 | 10 |
| | - | 10 |

overcharge.

WOOL :

| | | | | | | | | |
|-------------------------------------|---|---|---|---|---|---|---|---|
| London to Rochdale, railway rate is | - | - | - | - | - | - | - | - |
|-------------------------------------|---|---|---|---|---|---|---|---|

This ought to be reduced to 31 s. 8 d., being in the same class and same distance as Bolton for cotton waste, 31 s. 8 d.

| |
|------------------------|
| 5 s. 10 d. overcharge. |
|------------------------|

| | | | | | | | | |
|-----------------------|---|---|---|---|---|---|---|---|
| Liverpool to Rochdale | - | - | - | - | - | - | - | - |
|-----------------------|---|---|---|---|---|---|---|---|

If cotton from Liverpool to Rochdale ought to be reduced from 12 s. 6 d. to 10 s. (*see* previous page), then wool ought to be reduced to 10 s.

Per Ton.

| | |
|----|----|
| s. | d. |
| 30 | - |
| 30 | - |
| 31 | 8 |
| 37 | 6 |

<

STONE:

Threlkeld (near Keswick) to Rochdale, 115 miles, the London and North Western will undertake to deliver road stone the whole distance for 5 s. 11 d.; but the Lancashire and Yorkshire Company claim an additional 1 s. 7 d. for running over their line from Blackburn to Rochdale (17 miles), making a total of 7 s. 6 d. per ton.

The London and North Western Railway Company deliver from:—

Threlkeld to Manchester, 121 miles, for 6 s. 3 d.

Threlkeld to Oldham, 122 miles, for 6 s. 3 d.

Threlkeld to Ashton, 126 miles, 6 s. 5 d.

TIMBER:

Same rate, 13 s. 4 d. per ton of 50 cubic feet from Hull to Liverpool as Hull to Rochdale, although 41 miles farther, and have to pass through Rochdale to get to Liverpool.

MACHINERY:

Rates so much higher in proportion from Rochdale than Oldham that, for distances under 40 miles, brokers get it delivered 1 s. to 4 s. per ton less by luries at less risk of breakage, and the Railway Company will only undertake to carry same at owner's risk, unless packed in cases.

RAILWAY FARES by Lancashire and Yorkshire Railway Company.

BRIGHOUSE.

| | 1st Class. | | 2nd Class. | |
|---|------------|---------|------------|---------|
| | Single. | Return. | Single. | Return. |
| | s. d. | s. d. | s. d. | s. d. |
| From Manchester, 34½ miles - - - - - | 5 - | 8 0 | 3 9 | 6 3 |
| From Rochdale, 24 miles - - - - - | 4 3 | 7 3 | 4 - | 6 9 |
| At same rate per Mile as Manchester ought to be - - - - - | 3 6 | 6 - | 3 - | 4 8 |
| Difference - - - | - 9 | 1 3 | 1 - | 2 1 |

HUDDERSFIELD.

Same fares from Manchester as from Rochdale, although 19½ miles farther.

HALIFAX.

| | 1st Class. | | 2nd Class. | |
|--|------------|---------|------------|---------|
| | Single. | Return. | Single. | Return. |
| | s. d. | s. d. | s. d. | s. d. |
| From Manchester, 32 miles - - - - - | 5 - | 8 9 | 4 - | 6 9 |
| From Rochdale, 21½ miles - - - - - | 4 - | 6 9 | 3 - | 5 - |
| At same rate per Mile as from Manchester ought to be - - - - - | 3 4 | 5 10 | 2 8 | 4 6 |
| Difference - - - | - 8 | - 11 | - 4 | - 6 |

MIDDLETON.

| | Single. | | | Return. | | |
|---|---------|-------|-------|-------------|-------|-------|
| | 1st. | 2nd. | 3rd. | 1st. | 2nd. | 3rd. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| From Manchester, 7 miles - - - - - | - 8 | - 6 | - 4 | 1 - | - 9 | - 6 |
| From Rochdale, 6½ miles - - - - - | 1 3 | - 10 | - 6 | No returns. | | |
| Equal distance and difference against Rochdale - - - - - | - 7 | - 4 | - 2 | 1 6 | - 8 | - 6 |
| If Rochdale to Manchester, 10½ miles, was at same rate per mile as Middleton to Manchester, then the fares would be - - - - - | 1 - | - 9 | - 6 | 1 6 | 1 1½ | - 9 |
| Instead of (at present) - - - - - | 2 - | 1 6 | - 10½ | 3 - | 2 - | 1 6 |
| Difference - - - | 1 - | - 9 | - 4½ | 1 6 | - 10½ | - 9 |

30 May 1881.

Zach Mellor, Town Clerk.

Appendix, No. 28.

PAPER handed in by the *Chairman*.LETTER from Mr. *George Neve* to the Select Committee of the House of Commons on Railway Charges.

Gentlemen,

Sissinghurst, Staplehurst, 3 June 1881.

I HAVE been requested by some of the hop and fruit growers in the county of Kent to draw the attention of the Committee not only to the excessive charges made by the railway companies south of the Thames for the carriage of hops, but also to the preferential rates given to the foreign producers for hops and fruit.

In the first place, I would speak as to hops, the cultivation of which crop is the most important in the county.

The South Eastern Railway was the first important line opened in the county.

Prior to the opening of this railway, a large proportion of the crop of hops was sent to London by water from the nearest point of embarkation. Great facilities were then given at Maidstone, from which place much of the Weald and Mid Kent growth was sent by barges at a cost of 1 s. 6 d. per pocket.

On the opening of the South Eastern Railway the charge made by the company for conveying hops from Staplehurst, which is about the centre of the Weald of Kent, and distant then 52 miles from London, was 1 s. 6 d. per pocket; this rate and the advantage of quicker delivery induced most of the hop growers to give up the practice of sending their hops to London by water, and, I am informed, caused many of the barge owners to retire from the hop carrying trade.

The South Eastern Railway Company having got the hop traffic into their own hands, gradually raised their charge from 1 s. 6 d. per pocket, or 18 s. 9 d. per ton, to that at which it now stands, viz., 3 s. per pocket, or about 37 s. 6 d. per ton, from the Staplehurst station, which is now, by the Seven Oaks route, only 41 miles from London, including delivery at the hop factors' warehouses in the Borough, or about 9½ d. per ton per mile for railway carriage.

I would contrast this with the charge made by the South Eastern Railway in the first place for carrying hops from London to Staplehurst, which is only 19 s. 7 d. per ton, and also with the charge for conveying hops from Boulogne to London, a distance of 99 miles, which is only 19 s. 7 d. per ton, including delivery to the factors' warehouses, or about 1½ d. per ton for railway and steamboat carriage. This is manifestly so unfair that it requires no comment from me.

I would simply add that the charges made by the London, Chatham, and Dover Railway Company and the London, Brighton, and South Coast Railways for the carriage of hops differ to a very small extent from those of the South Eastern Railway Company.

I will now draw the attention of the Committee to the charge made for the conveyance of fruit from Maidstone, a distance of 45 miles by railway from London, which is 20 s. per ton; Staplehurst, which is 41 miles from London, the charge being 20 s. per ton; and that from Boulogne, a distance of 99 miles, which is only 20 s. per ton.

The effect of this preferential rate for foreign and high rate for English fruit is, in the first place, to give the foreigner a bounty equivalent to 10 s. per ton, or something like 30 s. per acre over the English grower; and, in the second place, by the high charge for the carriage of English fruit, to cause a great deal to be left unpicked in heavy cropping years which would be sent into the market if the charges were more moderate.

Such being a direct loss to the grower, the labourer who gathers it, and the consumer, who thereby loses a plentiful supply of cheap wholesome fruit.

The charge for carriage of empty fruit baskets is equivalent to a rate of 20 s. per ton from London to Staplehurst.

I have, &c.
(signed) *George Neve*.

Appendix, No. 29.

PAPER handed in by the *Chairman*.

LETTER from the Mayor of Liverpool to the Chairman of the Committee.

RAILWAY RATES.

Sir,

Town Hall, Liverpool, 26 May 1881.

I BEG to acknowledge the receipt of your letter of the 11th instant, and, as suggested, I give you in brief my views as to the precise powers which I think the Railway Commissioners and the Board of Trade should possess and exercise. Of course it will be quite understood that I am not now dealing with the broader question between the Railway Companies and the public, such as consolidation of Acts, revision of rates, &c.

I think in addition to their existing powers the Commissioners should have jurisdiction to deal with all matters falling under the following heads:—

1. Power to enforce all statutable duties of the Railway Companies and agreements entered into by them.

On this point I cannot do better than refer to the report in the "Times" of the 13th, of a case wherein the Court of Appeal decided that the Railway Commissioners had no power to interfere at the instance of one of the public, who complained that the railway companies persistently and openly charged beyond the maximum. In such a case the remedy of the person aggrieved would appear to be to bring action after action to recover the excess. Such a course, however, might prove practically intolerable.

2. To deal with all questions of preference, &c. as between town and town in the same manner as the Commissioners now have power to deal as between person and person.

3. To call upon the companies to revise their classification. Power to appeal to the Commissioners by any trader aggrieved.

4. Chambers of Commerce to have a *locus standi* before the Railway Commissioners.

5. The Commissioners to have power to award damages, as well as to grant injunctions.

It seems difficult on principle to approve of the present system by which the Commissioners can grant injunctions as regards the future, but at the same time cannot award compensation for the past. This state of things used to prevail in the Court of Chancery, but several years ago Parliament granted power to the Court to award damages.

As regards the Board of Trade, I think provision should be made (1), that all Railway Bills should be referred to some official, who should in proper cases have power to call upon the companies to consolidate their Acts; and (2), that a trader in making out a *prima facie* case of a substantial grievance should be relieved by the Board of Trade official from the further prosecution of his case before the Commissioners.

Permit me to repeat that in the above suggestions I have only dealt with the proposed additional powers to the Railway Commissioners and the Board of Trade, and have not touched upon the broader question as between the companies and the public.

P. S.—There is one other point of importance, the adoption of a uniform classification for goods, which might be brought gradually about by the Board of Trade insisting that when additional powers are sought the Railway Company shall agree to adopt such a classification. I believe this would be a great boon to the railways, and save much labour.

I am, &c.

(signed) William B. Forwood, Mayor.

The Hon. Evelyn Ashley, M.P.,
House of Commons, London, S.W.

Appendix, No. 30.

PAPER handed in by Mr. Power.

TABLE showing Discrimination in Freights on Country Produce (Grain) against Limerick from a few Points selected at random.

| From | To | Miles Distance | Rate per Ton. | Rate per Ton per 10 Miles. | |
|-------------------|---------------|-------------------|------------------|-------------------------------------|---|
| | | | s. d. | d. | |
| Tipperary - - | Limerick - - | 25 | 4 9 | 22½ | } Including 1 s. 6 d. per ton cartage. |
| Ditto - - - | Waterford - - | 52½ | 7 - | 16½ | |
| Ditto - - - | Cork - - - | 58 | 8 6 | 17½ | |
| Ditto - - - | Dublin - - - | 110 | 10 - | 10½ | |
| Parsonstown - - | Limerick - - | 59 | 8 3 | 16½ | |
| Ditto - - - | Dublin - - - | 89 | 9 0 | 12½ | } Point of competition. |
| Ditto - - - | Cork - - - | 121 | 10 9 | 10½ | |
| Nenagh - - - | Limerick - - | 28 | 5 - | 21½ | |
| Ditto - - - | Dublin - - - | 96½ | 9 6 | 12 | |
| Templemore - - | Limerick - - | 50 | 7 6 | 18 | |
| Ditto - - - | Dublin - - - | 79 | 8 6 | 12½ | } No competition. |
| Thurles - - - | - ditto - - - | 86 | 8 9 | 12½ | |
| Ditto - - - | Limerick - - | 43 | 6 8 | 18½ | |
| Goold's Cross - - | - ditto - - - | 34 | 7 6 | 26½ | |
| Tuam - - - | - ditto - - - | 70 | 10 - | 17½ | |
| Tralee - - - | - ditto - - - | 70 | 6 - | 10½ | Point of competition. |

TABLE showing Discrimination in Freights against *Limerick* on Imported Goods, when competing with other Ports.

| From | To | Miles Distance. | Rate per Ton. | Rate per Ton per 10 Miles. | |
|-----------------|-----------------|--------------------|---------------------|-------------------------------------|---|
| Limerick - - - | Charleville - - | 25 | <i>s. d.</i> 4 - | <i>d.</i> 19½ | } Coals 3 <i>s.</i> 3 <i>d.</i> per ton. |
| Cork - - - | - ditto - - - | 36 | 5 3 | 17½ | |
| Limerick - - - | Bruree - - - | 20 | 3 6 | 21 | |
| Cork - - - | - ditto - - - | 41 | 5 9 | 16½ | } Corn |
| Limerick - - - | Croom - - - | 12 | 3 - | 30 | |
| Cork - - - | - ditto - - - | 49 | 6 9 | 16 | |
| Limerick - - - | Clonmel - - - | 49 | 8 - | 19½ | |
| Waterford - - - | Tipperary - - | 52½ | 7 - | 16½ | |
| Limerick - - - | - ditto - - - | 25 | 5 3 | 25½ | } Timber. |
| Waterford - - - | - ditto - - - | 52½ | 7 9 | 17½ | |
| Limerick - - - | Clonmel - - - | 49 | 8 - | 19½ | |
| Waterford - - - | - ditto - - - | 28 | 3 9 | 16 | |
| Limerick - - - | Nenagh - - - | 28 | 3 6 | 15 | |
| Dublin - - - | - ditto - - - | 96½ | 7 - | 8½ | } Coals. |

TABLE, giving a few instances, showing how the TRADE of the Country generally is injured by the High LOCAL RATES when compared with the Low THROUGH RATES.

| From | To | Miles Distance. | Rate per Ton. | Rate per Ton per 10 Miles. | |
|------------------|------------------------------------|--------------------|-----------------------|-------------------------------------|-----------------------------------|
| Bristol - - - | Limerick - - - | 326 | <i>s. d.</i> 16 10 | <i>d.</i> 6½ | } Tin plates. |
| Cork - - - | - ditto - - - | 62 | 8 9 | 17 | |
| Limerick - - - | Mallow - - - | 40 | 9 2 | 27½ | |
| Ditto - - - | Charleville - - | 25 | 6 8 | 32 | } Iron bars. |
| Cardiff - - - | Limerick - - - | 200 | 13 4 | 6 | |
| Cork - - - | - ditto - - - | 62 | 8 9 | 17 | |
| Liverpool - - - | Limerick, <i>vid</i> Dub- lin. | 275 | 15 - | 6½ | } Certain class of hard- ware. |
| Dublin - - - | Limerick - - - | 29 | 26 6 | 23 | |
| Birmingham - - - | - ditto - - - | 350 | 46 8 | 16 | |
| Dublin - - - | - ditto - - - | 129 | 26 6 | 24½ | } Hardware. |
| Limerick - - - | Nenagh - - - | 28 | 10 - | 43 | |
| Ditto - - - | Thurles - - - | 43 | 13 9 | 38½ | |
| Glasgow - - - | Limerick, <i>vid</i> Waterford. | - | 35 - | - | Tweeds. |
| Cork - - - | Limerick - - - | - | 18 4 | - | Tweeds, 1-5th of the distance. |
| Limerick - - - | Tipperary - - - | - | 11 - | - | Tweeds. |
| Liverpool - - - | Tralee, <i>vid</i> Water- ford. | 450 to 500 | 22 6 | - | } American bacon. |
| Limerick - - - | Tralee - - - | 70 | 13 6 | - | |

TABLE showing Injury inflicted on IRISH PRODUCE going into the ENGLISH MARKETS when competing with FOREIGN.

I BELIEVE American meat is landed as cheaply in Manchester from Chicago, about 4,200 miles, 1,000 or 1,200 miles of which is by rail, as from Limerick to Manchester, a distance of about 300 miles; Limerick to Manchester, butter is charged 40 *s.*; New York to Limerick, *vid* Liverpool, butter is charged 35 *s.*; from Montreal, *vid* Halifax, which includes 858 miles of rail, butter has been laid down at 35 *s.*; in Glasgow and Manchester, and that rate in summer, has been accepted from Toronto, which is 333 miles farther west, and the Limerick rate has been accepted from Ingersoll, which is 427 miles west of Montreal, to Liverpool, on butter.

| | |
|--|--------------|
| | <i>s. d.</i> |
| Cherburg to London, French butter is charged - - - | 16 8 |
| Limerick to London, Irish butter - - - | 34 2 |
| Cherburg to Manchester, French butter (much greater distance) - - - | 40 - |
| Limerick to Manchester, Irish butter - - - | 40 - |

Appendix, No. 31.

PAPER handed in by Mr. *W. Simons*.

TABLES showing Differential RAILWAY RATES to SOUTH WALES, to the Disadvantage of MERTHYR TYDFIL.

London and North Western and Midland Railways.

| | | | | <i>Per Ton.</i> | |
|--|---|---|--|-----------------|-----------|
| | | | | <i>s.</i> | <i>d.</i> |
| Bacon and Butter | - | - | Two-ton lots, Liverpool to Cardiff (Less lots, 20 s.) | 15 | 10 |
| | | | Ditto - - - ditto - Merthyr | 22 | 6 |
| Cheese | - | - | Ditto - - - ditto - Cardiff | 15 | 10 |
| | | | Ditto - - - ditto - Merthyr | 25 | - |
| Lard | - | - | Ditto - - - ditto - Cardiff | 15 | 10 |
| | | | Ditto - - - ditto - Merthyr | 27 | 6 |
| Fresh Meat | - | - | Ditto - - - ditto - Cardiff | 25 | - |
| | | | Ditto - - - ditto - Merthyr | 45 | - |
| The same rate to Swansea as to Cardiff. | | | | | |
| Tea | - | - | Ditto - - London to Cardiff | 37 | 6 |
| | | | Ditto - - - ditto - Merthyr | 50 | - |
| Woollen Goods | - | - | Ditto - - Huddersfield to Cardiff | 50 | - |
| | | | Ditto - - - ditto - Merthyr | 55 | - |
| Leather, Dressed | - | - | Ditto - - Liverpool to Cardiff | 33 | 4 |
| | | | Ditto - - - ditto - Merthyr | 35 | - |
| Leather, Undressed | - | - | Ditto - - - ditto - Cardiff | 27 | 6 |
| | | | Ditto - - - ditto - Merthyr | 27 | 6 |
| Or for export at Cardiff, dressed or undressed | | | | 25 | - |
| Stuff Goods | - | - | Ditto - - Bradford to Merthyr | 60 | - |
| | | | Ditto - - - ditto - Swansea | 55 | - |
| | | | Ditto - - - ditto - Cardiff | 52 | 6 |
| For shipment, Swansea or Cardiff | | | | 37 | 6 |

Under 500 lbs.

| | | | | Birmingham to | | |
|-------------------------------------|---|---|---|---------------|-----------|-----------|
| | | | | Swansea. | Cardiff. | Merthyr. |
| | | | | <i>s.</i> | <i>d.</i> | <i>s.</i> |
| Iron Goods : | | | | | | <i>d.</i> |
| Five lots, Undamageable | - | - | - | 10 | - | 9 2 |
| Ditto - Damageable | - | - | - | 12 | 6 | 11 8 |
| Less | - | - | - | 18 | 4 | 20 - |
| Buckets, &c. | - | - | - | 24 | 2 | 25 - |
| Hardware, &c. (for shipment, 20 s.) | - | - | - | 28 | 4 | 32 6 |
| Tinware | - | - | - | 28 | 4 | 32 6 |
| Lamps | - | - | - | 40 | - | 47 6 |
| Lamps (owner's risk) | - | - | - | 28 | 4 | 32 6 |

Appendix, No. 32.

TABLE handed in by Mr. *Baxter*.

COAL TO LONDON.

| Rates to London per Ton. | | | Miles. | Total brought to London in 1877 by Railway and Canal. |
|-----------------------------|--------------|--|--------|---|
| Total. | Per Mile. | | | |
| <i>s. d.</i> | <i>d.</i> | | | |
| 4 8 = | 55 | Warwickshire - - - - - | 102 | 62,887 |
| 5 1 = | 53 | Leicestershire - - - - - | 115 | 98,562 |
| 5 4 = | 53 | South Staffordshire and Shropshire - - | 122 | 95,486 |
| 5 9 = | 48 | Derbyshire and Nottinghamshire - - | 142 | 2,537,985 |
| 6 1 = | 48 | North Staffordshire - - - - - | 151 | 183,543 |
| 7 2 = | 50 | South Yorkshire - - - - - | 172 | 619,078 |
| | 48 | West Riding (Yorkshire) - - - - - | 180 | 241,307 |
| 7 1 = | 43 | Lancashire and Cheshire - - - - - | 194 | 166,967 |
| 7 3 = | 44 | North Wales - - - - - | 194 | 53,438 |
| 7 4 = | 43 | South Wales - - - - - | 204 | 915,317 |
| 8 7 = | 39 | Durham - - - - - | 260 | 258,958 |
| TOTAL - - - | | | | 5,233,618 |

Appendix, No. 33. - - - - -

PAPERS handed in by the *Chairman*. - - - - -

STATEMENT showing the CLASS RATES Charged by the Great Southern and Western STATIONS, and also the EXCEPTIONAL

| Distance in Miles from Cork. | S T A T I O N S. | Class Rates per Ton. | | | | | | | Special Class. In full Waggon Loads other than First Class. | |
|--|---|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---|--|
| | | First Class. In full Truck Loads. Minimum Charge per Waggon as for Six Tons. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | Sixth Class. | | | |
| | | In Quantities of not less than 500 lbs. | | | | | | | | |
| | | S.S. — s. d. | S.S. — s. d. | S.S. — s. d. | S.S. — s. d. | S.S. — s. d. | S.S. — s. d. | S.S. — s. d. | | |
| 21½ | Mallow - - - N.C. | 2 6 | 4 2 | 5 10 | 8 4 | 11 8 | 16 8 | 3 6 | 1 | |
| 28½ | Buttevant - - N.C. | 3 - | 5 - | 7 6 | 10 10 | 15 - | 22 6 | 4 9 | 2 | |
| 38 | Fermoy - - - N.C. | 3 - | 5 - | 7 6 | 10 10 | 15 - | 22 6 | 4 9 | 3 | |
| 58½ | Limerick Junction } (Tipperary) - } C. | 5 - | 8 4 | 12 6 | 18 4 | 27 6 | 41 8 | 7 6 | 4 | |
| 61½ | Limerick - - - C. | 5 - | 8 4 | 12 6 | 18 4 | 27 6 | 41 8 | 7 6 | 5 | |
| 79 | Thurles - - - C. | 6 3 | 10 - | 15 - | 23 4 | 33 4 | 51 8 | 8 6 | | |
| 86½ | Templemore - - N.C. | 6 6 | 10 10 | 15 10 | 24 2 | 35 10 | 54 2 | 8 9 | 7 | |
| 124 | Portarlinton - - N.C. | 8 6 | 14 2 | 20 10 | 30 - | 47 6 | 71 8 | 10 9 | 8 | |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the first class, and the special class, which are carried at the owner's risk.
The classification of goods is according to the Irish Clearing House classification, which is somewhat different from that of the English Clearing House.
S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the first and special classes, live stock, and milk, which are loaded and unloaded by the owners.
N. C. signifies that the station is a non-competitive station.
C. signifies that the station is a competitive station.
* These rates are not given in the rate book sent to the Board of Trade, but have been supplied by the Company. The minimum charge for the carriage of milk varies from 8 d. to 1 s., according to distance.

Appendix, No. 33.

PAPERS handed in by the *Chairman*.

Railway Company for the Carriage of GOODS between CORK and the undermentioned
RATES charged for certain ARTICLES.

| Exceptional Rates per Ton. | | | | | | | | Milk | Horned | |
|--|--------------------------------------|--|--|--------------------------------|-----------------------------------|--|--|--|--|--------------------------|
| Grain. — In Six Ton Loads at Owner's Risk (ex. Labour). | Butter. — In uncoopered Casks. | | | Ale and Porter in Casks. | Blood. — Dry in Bags. | Manure. — In Six Ton Loads, at Owner's Risk (ex. Labour). | Coal. — In Six Ton Loads, at Owner's Risk (ex. Labour). | Passenger Train, per Gallon, at Owner's Risk.* | Cattle and Sheep, per Waggon.† | Pigs, per Waggon.† |
| | Per Firkin. | Per Small Firkin not exceeding 75 lbs. | Per Keg not exceeding 50 lbs. | | | | | | | |
| | | | | | | | | | | |
| s.s. — s. d. | d. | d. | d. | s.s. — s. d. | s.s. — s. d. | s.s. — s. d. | s.s. — s. d. | s.s. — d. | s.s. — s. d. | s.s. — s. d. |
| 1 - - | 6 | 5 | 4 | 4 6 | - - | - - | - - | - 3/4 | 17 - | 18 6 |
| 2 - - | 7 | 6 | 4 | - - | - - | - - | - - | 1 | 19 6 | 21 6 |
| 3 - - | 7 | 6 | 4 | 6 - | - - | - - | - - | 1 | 24 6 | 27 - |
| 4 7 - | 8 1/2 | 7 | 5 | - - | - - | 6 - | 4 6 | 1 | 34 - | 37 6 |
| 5 - - | 8 | 7 | 5 | 7 9 | 6 -(a) | - - | - - | 1 | 35 - | 38 6 |
| 6 7 6 | - | - | - | - - | - - | - - | - - | 1 | 41 - | 45 - |
| 7 - - | - | - | - | - - | - - | - - | - - | 1 | 43 - | 47 6 |
| 8 - - | - | - | - | - - | - - | - - | - - | 1 | 56 - | 61 6 |

† The head rate for calves, sheep, pigs, and goats, carried in goods or cattle trains is, as follows :—

| | s. d. |
|---|---------------|
| For distances not exceeding 25 miles - - - - - | 2 - per head. |
| " " exceeding 25 and not exceeding 50 miles - - - - - | 2 6 " |
| " " " 50 " " 75 " - - - - - | 3 - " |
| " " " 75 " " 100 " - - - - - | 4 - " |
| " " " 100 " " 150 " - - - - - | 5 - " |
| " " " 150 miles - - - - - | 6 - " |

(a) The sender is required to disinfect the trucks.

**STATEMENT showing the CLASS RATES Charged by the Great Southern and Western
undermentioned STATIONS, and the EXCEPTIONAL**

| Distance in Miles from Dublin (Kingsbridge). | STATIONS. | Class Rates per Ton. | | | | | | | |
|--|---|--|---------------------|---------------------|---------------------|---------------------|---------------------|--|----|
| | | First Class. — In full Truck Loads. Minimum Charge per Waggon as for Six Tons. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | Sixth Class. | Special Class. — In full Waggon Loads other than First Class. | |
| | | In Quantities of not less than 500 lbs. | | | | | | | |
| | | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | |
| 25½ | Newbridge - - C. | 2 6 | 4 2 | 6 8 | 10 - | 13 4 | 20 - | 4 - | 1 |
| 30½ | Kildare - - - N.C. | 3 - | 5 - | 7 6 | 10 10 | 15 - | 22 6 | 4 9 | 2 |
| 41½ | Portarlinton - - C. | 3 9 | 6 8 | 9 2 | 14 2 | 20 - | 30 - | 5 9 | 3 |
| 45 | Athy - - - C. | 4 - | 6 8 | 10 - | 15 - | 21 8 | 33 4 | 6 3 | 4 |
| 51 | Maryborough - C. | 4 6 | 7 6 | 10 10 | 16 8 | 23 4 | 36 8 | 6 9 | 5 |
| 56 | Carlow - - - C. | 4 9 | 7 6 | 11 8 | 17 6 | 25 - | 38 4 | 7 - | 6 |
| 77½ | Roscrea - - N.C. | 6 - | 9 2 | 14 2 | 21 8 | 31 8 | 48 4 | 8 3 | 7 |
| 81 | Kilkenny - - C. | 6 3 | 10 - | 15 - | 23 4 | 33 4 | 51 8 | 8 6 | 8 |
| 86½ | Thurles - - - C. | 6 6 | 10 10 | 15 10 | 24 2 | 35 10 | 54 2 | 8 9 | 9 |
| 107½ | Limerick Junction } (Tipperary) - } C. | 7 9 | 13 4 | 18 4 | 28 4 | 42 6 | 63 4 | 10 - | 10 |
| 165½ | Cork - - - C. | 8 6 | 14 2 | (a) 20 10 | (b) 30 - | (c) 47 6 | 71 8 | 10 9 | 11 |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the first class and in the special class, which are carried at the owner's risk.

The classification of goods is according to the Irish Clearing House classification, which is somewhat different from that of the English Clearing House.

S. S. signifies that the charges are for conveyance from station to station and loading and unloading, except for articles in the first and special classes, live stock, and milk, which are loaded and unloaded by the owners.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

(a) The charge for coarse paper, paints, colours, putty, window glass in cases, at the owner's risk, and sugar in casks, is 15 s., S. S., per ton.

(b) The charge for groceries is 20 s., S. S., per ton.

(c) The charge for boots and shoes is 30 s., S. S., per ton, and for corkwood is 40 s., S. S., per ton.

Railway Company for the Carriage of GOODS between DUBLIN (Kingsbridge) and the RATES charged for certain ARTICLES.

| Exceptional Rates per Ton. | | | | Milk by Passenger Train per Gallon, at Owner's Risk.* | Horned Cattle and Sheep, per Waggon.† | Pigs, per Waggon.† |
|--|---|---------------------------------|------------------------------------|---|--|-----------------------|
| Grain. — In Quantities of not less than Six Tons, at Owner's Risk (ex. Labour). | Potatoes. — In Waggon Loads of Six Tons, at Owner's Risk. | Ale and Porter, in Casks. | Live Fowls, at Owner's Risk. | | | |
| s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — d. | s. s. — s. d. | s. s. — s. d. |
| 1 4 - | 4 - | 6 6 | - - - | 1 | 18 6 | 20 6 |
| 2 4 9 | 4 9 | 7 3 | - - - | 1 | 21 - | 23 - |
| 3 6 6 | 5 9 | 9 - | - - - | 1 | 26 - | 28 6 |
| 4 6 6 | 6 3 | 9 6 | 21 8 | 1 | 27 6 | 30 6 |
| 5 6 3 | 6 9 | 10 3 | 23 4 | 1 | 30 6 | 33 6 |
| 6 7 6 | 7 - | 11 - | - - - | 1 | 33 - | 36 |
| 7 8 3 | 8 3 | - - - | - - - | 1 | 40 - | 44 - |
| 8 8 6 | 8 6 | - - - | - - - | 1 | 41 - | 45 - |
| 9 8 9 | 8 9 | - - - | - - - | 1 | 43 - | 47 6 |
| 10 10 - | 10 - | 15 - | - - - | 1 | 50 - | 55 - |
| 11 10 9 | 10 9 | 15 - | - - - | 1 | 70 - | 77 - |

* These rates are not in the rate-book sent to the Board of Trade, but have been supplied by the Company. The minimum charge for milk varies from 10 d. to 1 s. according to distance.

† The head rate for calves, sheep, pigs, and goats, carried in goods or cattle trains, is as follows :—

| | | | | s. d. |
|---|---|---|---|---------------|
| For distances not exceeding 25 miles | - | - | - | 2 - per head. |
| " " exceeding 25 and not exceeding 50 miles | - | - | - | 2 6 |
| " " " 50 " " 75 " | - | - | - | 3 - |
| " " " 75 " " 100 " | - | - | - | 4 - |
| " " " 100 " " 150 " | - | - | - | 5 - |
| " " " 150 miles | - | - | - | 6 - |

COMPARISON between the MAXIMUM CHARGES allowed by the Great Southern and therein, and the TOTAL CHARGES made by the Company for the Carriage

| Distance in Miles from Cork. | STATIONS. | First Class (except Packed Manure). | | | | | | | Second | | |
|--|-----------------------------------|--|--|--|--|------------------------------------|-------------------------------------|-------------------------------------|--|---|---|
| | | Dung, Compost, all Sorts of Manure, Lime, Materials for the Repair of Public Roads (undressed). | Coke, Bricks, Tiles, Slates, Sand. | Charge per Com- pany's Rate Book for First Class. | Charge per Company's Rate Book for Manure, Dry, and Guano in Bags, in Quantities of not less than Six Tons. | Difference between | | | Anvils, Iron Nails, Staves at Owner's Risk, in Quantities of less than Six Tons. | Carrots, Mangel Wurzel, Turnips, Parsnips, in Sacks or Casks. | |
| | | | | | | Cols. 1 and 3 | Cols. 2 and 3. | Cols. 1 and 4. | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | | Col. 1. | Col. 2. | | | |
| | | | | | | | | | | | |
| 21½ | Mallow - - | s. d. 2 8 | s. d. 3 6½ | s. s. 2 6 | s. s. 3 6 | s. d. *- 2 | s. d. *1 -½ | s. d. - 10 | s. d. 5 3½ | s. d. 7 -½ | 1 |
| 28½ | Buttevant - - | 3 7 | 4 9 | 3 - | 4 9 | *- 7 | *1 9 | 1 2 | 7 1 | 9 5½ | 2 |
| 38 | Fermoy - - | 4 9 | 6 4 | 3 - | 4 9 | *1 9 | *3 4 | - | 9 5½ | 12 7½ | 3 |
| 58½ | Limerick Junction (Tipperary). | 7 4 | 9 9 | 5 - | (a) 6 - | *2 4 | *4 9 | *1 4 | 14 7 | 19 5½ | 4 |
| 61½ | Limerick - - | 7 10½ | 10 5½ | 5 - | 7 6 | *2 10½ | *5 5½ | *- 4½ | 14 8 | 20 1 | 5 |

* The Company's charge is less than that allowed by law by this amount.

(a) In quantities of not less than six tons, at owner's risk, ex. labour.

(b) The charge for ale and porter to Mallow, in casks, is 4 s. 6 d. per ton.

| Distance in Miles from Cork. | STATIONS. | Fifth Class. | | | Sixth Class. | | | Special | | |
|--|-----------------------------------|--|---------------------------------|--|---|---------------------------------|--|--|---|----|
| | | Caps, Boots and Shoes, Toys, Wearing Apparel, Glass (Common, in Crates). | Charge per Com- pany's | Difference between Cols. 1 and 2. | Hats, Millinery, Poultry (Alive), Manufactured Tobacco (in Hampers), Furs. | Charge per Com- pany's | Difference between Cols. 1 and 2. | Grain†, Corn†, Flour†, Staves†, Earthenware (Common, loose). † | Artificial Cattle Food†, Potatoes (in Sack)†, Flax (Green)†, Hay†, Straw†. | |
| | | Rate Book | for Fifth Class. | | Rate Book | for Sixth Class. | | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | |
| | | Col. 1. | Col. 2. | Col. 1. | Col. 2. | Col. 1. | Col. 2. | | | |
| 21½ | Mallow - - | s. d. 7 -½ | s. d. 11 8 | s. d. 4 7 | s. d. 7 -½ | s. d. 16 8 | s. d. 9 7½ | s. d. 5 3½ | s. d. 7 -½ | 6 |
| 28½ | Buttevant - - | 9 5½ | 15 - | 5 6½ | 9 5½ | 22 6 | 13 -½ | 7 1 | 9 5½ | 7 |
| 38 | Fermoy - - | 12 7½ | 15 - | 2 4½ | 12 7½ | 22 6 | 9 10½ | 9 5½ | 12 7½ | 8 |
| 58½ | Limerick Junction (Tipperary). | 19 5½ | 27 6 | 8 -½ | 19 5½ | 41 8 | 22 2½ | 14 7 | 19 5½ | 9 |
| 61½ | Limerick - - | 20 1 | 27 6 | 7 5 | 20 1 | 41 8 | 21 7 | 14 8 | 20 1 | 10 |

* The Company's charge is less than that allowed by law by this amount.

† The minimum charge for these articles is as for six tons per waggon, and in the case of grain, even waggon loads must be sent.

‡ The minimum charge for these articles is as for five tons per waggon.

(a) The rate for grain to Limerick Junction is 7 s. per ton.

Western Railway Company's Acts for Conveyance (only) of certain ARTICLES mentioned of such ARTICLES between CORK and the undermentioned STATIONS.

| Class. | | | Third Class. | | | | | | Fourth Class. | | | | | |
|--|-------------------------|-------------------------|--|---|---|-------------------------|-------------------------|---|---|--|-------------------------|-------------------------|-------------------------|-------------------------|
| Charge per Company's Rate Book for Second Class. Col. 3. | Difference between | | Earthenware in Casks or Crates ; Sugar in Boxes ; Vices, Chains, Hides (dry or wet), at Owner's Risk, in Quanti- ties of less than Six Tons. | Ale and Porter in Casks, Butter in Casks (coopered), Common Soap. | Charge per Company's Rate Book for Third Class. Col. 3. | Difference between | | Wool, Butter in Casks, (e) (un- coopered), Calico, Linen and Woollen Goods in Bales, Drugs in Hampers, Hemp (loose), Tea. | Hides (dry or wet), at Company's Risk, in Quanti- ties of less than Six Tons ; Earthenware Pipes, Copper, White Metal. | Charge per Company's Rate Book for Fourth Class. Col. 3. | Difference between | | | |
| | Cols. 1 and 3. | Cols. 2 and 3. | | | | Cols. 1 and 3. | Cols. 2 and 3. | | | | Cols. 1 and 3. | Cols. 2 and 3. | Cols. 1 and 3. | Cols. 2 and 3. |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 1 | s. s. | | s. d. | s. d. | s. s. | s. d. | s. d. | s. d. | s. d. | s. s. | s. d. | s. d. | | |
| 2 | 4 2 | s. d. | *1 1½ | *2 10½ | 5 3 | 7 ½ | (b) 5 10 | - 7 | *1 2½ | 7 ½ | 5 3 | 8 4 | 1 3½ | |
| 3 | 5 - | *2 1 | *4 5½ | 7 1 | 9 5½ | 7 6 | - 5 | *1 11½ | 9 5½ | 7 1 | 10 10 | 1 4½ | | |
| 4 | 5 - | *4 5½ | *7 7½ | 9 5½ | 12 7½ | (c) 7 6 | *1 11½ | *5 1½ | 12 7½ | 9 5½ | 10 10 | *1 9½ | | |
| 5 | 8 4 | *6 3 | 11 1½ | 14 7 | 19 5½ | 12 6 | *2 1 | *6 11½ | 19 5½ | 14 7 | 18 4 | *1 1½ | | |
| 6 | 8 4 | *6 4 | 11 9 | 14 8 | 20 1 | (d) 12 6 | *2 2 | *7 7 | 20 1 | 14 8 | 18 4 | *1 9 | | |

(c) The charge for porter in casks to Fermoy is 6 s. per ton.

(d) The charge for ale and porter in casks to Limerick is 7 s. 9 d. per ton.

(e) For the Company's exceptional charges for the carriage of this article, see Table of Rates.

| Class. | | | | | | Furniture. | | | | |
|---|--|---------|--------------------|----------------|----------------|--|--|---|--------------------|----------------|
| Bar Iron†, Hoop Iron†, Sheet Iron†. | Charge per Company's Rate Book for Special Class. Col. 3. | Col. 4. | Difference between | | | Charge per Maximum Rate in Company's Acts. Col. 1. | Company's Charge for Furniture, at Owner's Risk, Fifth Class. Col. 2. | Company's Charge for Furniture Packed in Cases, Crates, or Frames, at Company's Risk, Sixth Class. Col. 3. | Difference between | |
| | | | Cols. | Cols. | Cols. | | | | Cols. | Cols. |
| | | | 1 and 4. | 2 and 4. | 3 and 4. | | | | 1 and 2. | 1 and 3. |
| | Charge per Maximum Rate in Com- pany's Acts. Col. 3. | Col. 4. | | | | | | | | |
| | s. s. | s. d. | s. d. | s. d. | s. d. | s. d. | s. s. | s. s. | s. d. | s. d. |
| 6 | 3 6½ | 3 6 | *1 9½ | *3 6½ | *- -½ | 7 -½ | 11 8 | 16 8 | 4 7½ | 9 7½ |
| 7 | 4 9 | 4 9 | *2 4 | *4 8½ | - | 9 5½ | 15 - | 22 6 | 5 6½ | 13 -½ |
| 8 | 6 4 | 4 9 | *4 8½ | *7 10½ | *1 7 | 12 7½ | 15 - | 22 6 | 2 4½ | 9 10½ |
| 9 | 9 9 | (a) 7 6 | *7 1 | *11 11½ | *2 3 | 19 5½ | 27 6 | 41 8 | 8 -½ | 22 2½ |
| 10 | 10 5½ | 7 6 | *7 2 | *12 7 | *2 11½ | 20 1 | 27 6 | 41 8 | 7 5 | 21 7 |

Note.—There do not appear to be any clauses in the Company's Acts limiting the amount the Company may make for the carriage of goods on the portion of the line between Dublin and Gooldscross; and, therefore, there are no maximum rates with which the actual charges made by the Company, between any station on that part of the line, and any other station, can be compared.

Appendix, No. 34.

PAPER handed in by the *Chairman*.

COMPARATIVE STATEMENT of TARIFF CHARGES current

| DESCRIPTION. | Rate per | NEW ZEALAND. | | | | VICTORIA. | | | | | NEW SOUTH WALES. | | | | | |
|----------------------------------|-----------------|--------------|------------|-----------|------------|------------|--------|---|-----------|------------|------------------|--------|-------------------------------------|-----------|------------|------------|
| | | Class. | Tariff for | | | | Class. | Tariff for | | | | Class. | Tariff for | | | |
| | | | 10 Miles. | 50 Miles. | 100 Miles. | 150 Miles. | | 10 Miles. | 50 Miles. | 100 Miles. | 150 Miles. | | 10 Miles. | 50 Miles. | 100 Miles. | 150 Miles. |
| Grain, root crops, &c. | Ton | H. | s. d. | s. d. | s. d. | s. d. | Agric. | s. d. | s. d. | s. d. | s. d. | A.* | s. d. | s. d. | s. d. | s. d. |
| Wool | Bale | H.* | 4 2 | 10 10 | 15 - | 19 2 | W.* | 3 - | 7 8 | 13 6 | 17 8 | W.† | 2 - | 5 8 | 10 11 | 15 10 |
| Coal, in bulk | Ton | N.* | 1 - | 4 2 | 7 4 | 9 5 | Spol.* | 1 - | 2 4 | 5 - | 6 8 | C.* | 2 6 | 5 - | 6 6 | 7 4 |
| Cement | " | C. | 2 - | 6 8 | 9 2 | 10 10 | 1 | 3 - | 7 3 | 13 6 | 20 - | 1 | 2 6 | 5 3 | 8 4 | 12 6 |
| Nails, wire, &c. | " | C. | 5 10 | 19 2 | 31 8 | 40 - | 1 | 5 - | 16 6 | 33 6 | 50 - | 1 | 6 - | 17 8 | 31 4 | 49 4 |
| Rough castings | " | C. | 5 10 | 19 2 | 31 8 | 40 - | 1 | 5 - | 16 6 | 33 6 | 50 - | 2 | 7 - | 21 7 | 42 5 | 61 2 |
| Ploughs and ploughshares | " | D. | 5 - | 15 - | 23 4 | 29 7 | 1 | 5 - | 16 6 | 33 6 | 50 - | 2 | 7 - | 21 7 | 42 5 | 61 2 |
| Agricultural and vegetable seeds | " | O | 5 10 | 19 2 | 31 8 | 40 - | 1 | 5 - | 16 6 | 33 6 | 50 - | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Dairy produce | " | B. | 6 8 | 23 4 | 40 - | 52 6 | 2 | 6 6 | 21 - | 41 6 | 62 6 | 1 | 6 - | 17 8 | 34 4 | 49 4 |
| Boots, &c., in cases | " | C. | 5 10 | 19 2 | 31 8 | 40 - | 2 | 6 6 | 21 - | 41 6 | 62 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Hams and bacon | " | B. | 6 8 | 23 4 | 40 - | 52 6 | 3 | 7 6 | 25 - | 50 - | 75 - | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Hardware | " | A. | 7 6 | 27 6 | 48 4 | 65 - | 3 | 7 6 | 25 - | 50 - | 75 - | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Implements, agricultural | " | B. | 6 8 | 23 4 | 40 - | 52 6 | 3 | 7 6 | 25 - | 50 - | 75 - | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Cheese | " | C. | 5 10 | 19 2 | 31 8 | 40 - | 4 | 9 - | 29 - | 58 6 | 87 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Drapery | " | A. | 7 6 | 27 6 | 48 4 | 65 - | 4 | 9 - | 29 - | 58 6 | 87 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Glassware | " | A. | 7 6 | 27 6 | 48 4 | 65 - | 4 | 9 - | 29 - | 58 6 | 87 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Harness | " | A. | 7 6 | 27 6 | 48 4 | 65 - | 4 | 9 - | 29 - | 58 6 | 87 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Sugar | " | B. | 6 8 | 23 4 | 40 - | 52 6 | 3 | 7 6 | 25 - | 50 - | 75 - | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Beer, in bulk | " | C. | 5 10 | 19 2 | 31 8 | 40 - | Misc. | 10 - | 13 6 | 26 - | 38 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Fat and tallow | " | D. | 5 - | 15 - | 23 4 | 29 7 | " | 10 - | 13 6 | 26 - | 38 6 | 1 | 6 - | 17 8 | 34 4 | 49 4 |
| Fruit, fresh | " | C. | 5 10 | 19 2 | 31 8 | 40 - | " | 10 - | 13 6 | 26 - | 38 6 | A. | 2 - | 5 8 | 10 11 | 15 10 |
| Hides, &c. | " | B. | 6 8 | 23 4 | 40 - | 52 6 | " | 10 - | 13 6 | 26 - | 38 6 | B. | 3 - | 7 5 | 13 8 | 19 7 |
| Iron, bar and rod | " | C. | 5 10 | 19 2 | 31 8 | 40 - | " | 10 - | 13 6 | 26 - | 38 6 | 2 | 7 - | 21 7 | 42 5 | 61 2 |
| Leather, in bales | " | B. | 6 8 | 23 4 | 40 - | 52 6 | " | 10 - | 13 6 | 26 - | 38 6 | 1 | 6 - | 17 8 | 34 4 | 49 4 |
| Meat, preserved, in cases | " | D. | 5 - | 15 - | 23 4 | 29 7 | " | 10 - | 13 6 | 26 - | 38 6 | B. | 3 - | 7 5 | 13 8 | 19 7 |
| Potteryware | " | B. | 6 8 | 23 4 | 40 - | 52 6 | " | 10 - | 13 6 | 26 - | 38 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Spades and shovels | " | B. | 6 8 | 23 4 | 40 - | 52 6 | " | 10 | 13 6 | 26 - | 38 6 | 3 | 9 - | 29 5 | 58 7 | 84 10 |
| Stone, dressed | " | N.* | 2 - | 8 4 | 11 6 | 13 7 | " | 10 - | 13 6 | 26 - | 37 6 | D.* | 5 - | 12 4 | 22 9 | 32 7 |
| Vegetables, in crates | " | D. | 5 - | 15 - | 23 4 | 29 7 | " | 10 - | 13 6 | 26 - | 38 6 | A.* | 2 - | 5 8 | 10 11 | 15 10 |
| Bark, in full loads | " | D. | 5 - | 15 - | 23 4 | 29 7 | Spec. | 7 6 | 7 6 | 13 6 | 20 - | A.* | 2 - | 5 8 | 10 11 | 15 10 |
| Bones | " | N.* | 2 - | 8 4 | 11 6 | 13 7 | " | 6 6 | 6 6 | 12 6 | 19 - | A.* | 2 - | 5 8 | 10 11 | 15 10 |
| Bricks | " | N.* | 2 - | 8 4 | 11 6 | 13 7 | " | 6 6 | 6 6 | 12 6 | 19 - | A.* | 2 - | 5 8 | 10 11 | 15 10 |
| Clay, in bulk | " | N.* | 2 - | 6 8 | 9 2 | 10 10 | " | 6 6 | 6 6 | 12 6 | 19 - | A.* | 2 - | 5 8 | 10 11 | 15 10 |
| Drain-pipes | " | N.* | 2 - | 8 4 | 11 6 | 13 7 | " | 6 6 | 6 6 | 12 6 | 19 - | B.* | 3 - | 7 5 | 13 8 | 19 7 |
| Flagging | " | N.* | 2 - | 8 4 | 11 6 | 13 7 | " | 6 6 | 6 6 | 12 6 | 19 - | Mis. | 1 6 | 4 10 | 9 - | 13 2 |
| Lime | " | N.* | 2 - | 8 4 | 11 6 | 13 7 | " | 6 6 | 6 6 | 12 6 | 19 - | B.* | 3 - | 7 5 | 13 8 | 19 7 |
| Lead metal, in full loads | " | O.* | 1 - | 4 2 | 8 4 | 12 6 | " | 6 6 | 6 6 | 12 6 | 19 - | Mis.* | 1 6 | 4 10 | 9 - | 13 2 |
| Timber, sawn, in single trucks | Truck | K.*† | 13 5 | 44 1 | 67 1 | 78 7 | S.T.* | 20 - | 27 6 | 52 6 | 77 6 | D. | 5 - | 12 4 | 22 9 | 32 7 |
| Firewood | " | L.* | 8 4 | 33 4 | 58 4 | 83 4 | S.T.* | 10 - | 20 10 | 41 8 | 62 6 | Mis. | 1 6 | 4 10 | 9 - | 13 2 |
| Sheep | " | M.* | 10 - | 33 4 | 35 10 | 44 2 | S.* | 21 - | 26 - | 51 - | 62 11 | L.S. | 7 6 | 19 2 | 31 8 | 41 - |
| Cattle | " | M.* | 15 - | 31 8 | 48 4 | 60 10 | C.* | 22 - | 29 6 | 77 - | 88 1 | " | 15 - | 41 - | 73 4 | 98 4 |
| Passengers | Ordinary Single | 1 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 1 8 | 8 6 | 16 6 | 25 - | 1 | 1 3 | 9 9 | 21 3 | 32 9 |
| Ditto | " | 2 | 1 8 | 8 4 | 16 8 | 25 - | 2 | 1 - | 5 6 | 11 - | 16 6 | 2 | - 10 | 6 3 | 14 3 | 22 - |
| Ditto | Ordinary Return | 1 | 3 9 | 18 9 | 37 6 | 56 8 | 1 | Only available on two short lines under 10 miles in length. | | | | 1 | Ordinary return tickets not issued. | | | |
| Ditto | " | 2 | 2 6 | 12 6 | 25 - | 37 6 | 2 | | | | | 2 | | | | |
| Ditto | Saturday Return | 1 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 2 6 | 13 - | 25 - | 38 - | 1 | 1 10 | 11 9 | 26 3 | 39 3 |
| Ditto | " | 2 | 1 8 | 8 4 | 16 8 | 25 - | 2 | 1 6 | 8 6 | 16 6 | 25 - | 2 | 1 - | 7 6 | 17 - | 26 6 |

* Haulage only.

† Calculated at 2,300 superficial feet to the truck load.

‡ Single-tier trucks.

§ Agricultural implements are charged at a mileage rate each, according to description.

Appendix, No. 34.

PAPER handed in by the *Chairman*.

on the RAILWAYS of the AUSTRALIAN COLONIES, 1879.

| QUEENSLAND. | | | | | SOUTH AUSTRALIA. | | | | | TASMANIA—MAIN LINE. | | | | |
|-------------|------------|-----------|------------|------------|------------------|------------|-----------|------------|------------|---------------------|------------|-----------|------------|------------|
| Class. | Tariff for | | | | Class. | Tariff for | | | | Class. | Tariff for | | | |
| | 10 Miles. | 50 Miles. | 100 Miles. | 150 Miles. | | 10 Miles. | 50 Miles. | 100 Miles. | 150 Miles. | | 10 Miles. | 50 Miles. | 100 Miles. | 133 Miles. |
| | s. d. | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | s. d. |
| 1 A. G. 2 | 2 6 | 9 2 | 16 8 | 25 - | Special | 4 1 | 12 5 | 22 10 | 33 3 | Ag. | 3 - | 7 3 | 13 6 | 12 - |
| 2 Special | 6 8 | 25 5 | 59 7 | 90 10 | W* | 1 - | 3 6 | 6 - | 7 0 | W. | 1 - | 2 4 | 5 - | 6 2 |
| 3 Coal | - 10 | 4 2 | 6 3 | 9 5 | Special* | 2 - | 10 5 | 20 10 | 31 3 | Special | 3 - | 7 3 | 13 6 | 17 6 |
| 4 Spec. 2 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 4 6 | 14 6 | 27 - | 39 6 | 1 | 5 - | 16 6 | 33 6 | 34 6 |
| 5 1 | 5 10 | 29 2 | 50 - | 69 2 | 1 | 4 6 | 14 6 | 27 - | 39 6 | 1 | 5 - | 16 6 | 33 6 | 34 6 |
| 6 1 | 5 10 | 29 2 | 50 - | 69 2 | 1 | 4 6 | 14 6 | 27 - | 39 6 | 1 | 5 - | 16 6 | 33 6 | 34 6 |
| 7 2 | 8 4 | 41 8 | 72 6 | 103 4 | 1 | 4 6 | 14 6 | 27 - | 39 6 | 1 | 5 - | 16 6 | 33 6 | 34 6 |
| 8 A. G. 1 | 3 4 | 15 - | 26 8 | 39 2 | 2 | 5 9 | 20 9 | 39 6 | 58 3 | 2 | 6 6 | 21 - | 41 6 | 44 6 |
| 9 A. G. 1 | 3 4 | 15 - | 26 8 | 39 2 | 2 | 5 9 | 20 9 | 39 6 | 58 3 | 2 | 6 6 | 21 - | 41 6 | 44 6 |
| 10 2 | 8 4 | 41 8 | 72 6 | 103 4 | 3 | 7 - | 27 - | 52 - | 77 - | 3 | 7 6 | 25 - | 50 - | 55 6 |
| 11 1 | 5 10 | 29 2 | 50 - | 69 2 | 3 | 5 9 | 20 9 | 39 6 | 58 3 | 3 | 7 6 | 25 - | 50 - | 55 6 |
| 12 2 | 8 4 | 41 8 | 72 6 | 103 4 | 3 | 7 - | 27 - | 52 - | 77 - | 3 | 7 6 | 25 - | 50 - | 55 6 |
| 13 2 | 8 4 | 41 8 | 72 6 | 103 4 | 4 | - | - | - | - | 4 | 9 - | 29 - | 58 6 | 66 6 |
| 14 - | 3 4 | 15 - | 26 8 | 39 2 | 2 | 5 9 | 20 9 | 39 6 | 58 3 | 4 | 9 - | 29 - | 58 6 | 66 6 |
| 15 3 | 11 8 | 58 4 | 100 - | 150 - | 3 | 7 - | 27 - | 52 - | 77 - | 4 | 9 - | 29 - | 58 6 | 66 6 |
| 16 3 | 11 8 | 58 4 | 100 - | 150 - | 3 | 7 - | 27 - | 52 - | 77 - | 4 | 9 - | 29 - | 58 6 | 66 6 |
| 17 2 | 8 4 | 41 8 | 72 6 | 103 4 | 3 | 7 - | 27 - | 52 - | 77 - | 3 | 7 6 | 25 - | 50 - | 55 6 |
| 18 1 | 5 10 | 29 2 | 50 - | 69 2 | 1 | 4 6 | 14 6 | 27 - | 39 6 | 3 | 7 6 | 25 - | 50 - | 44 6 |
| 19 Special | 4 2 | 20 10 | 41 8 | 62 6 | 1 | 4 6 | 14 6 | 27 - | 39 6 | M. | 4 - | 13 6 | 26 - | 26 - |
| 20 Spec. 1 | 4 2 | 20 10 | 35 10 | 46 8 | 1 | 4 6 | 14 6 | 27 - | 39 6 | M. | 4 - | 13 6 | 26 - | 26 - |
| 21 A. 1 | 3 4 | 15 - | 26 8 | 39 2 | Special | 4 1 | 12 5 | 22 10 | 33 3 | M. | 4 - | 13 6 | 26 - | 26 - |
| 22 Spec. 1 | 4 2 | 20 10 | 35 10 | 46 8 | Special | 4 1 | 12 5 | 22 10 | 33 3 | M. | 4 - | 13 6 | 26 - | 26 - |
| 23 1 | 5 10 | 29 2 | 50 - | 69 2 | 1 | 4 6 | 14 6 | 27 - | 39 6 | M. | 4 - | 13 6 | 26 - | 26 - |
| 24 2 | 8 4 | 41 8 | 72 6 | 103 4 | 1 | 4 6 | 14 6 | 27 - | 39 6 | M. | 4 - | 13 6 | 26 - | 26 - |
| 25 Special | 5 10 | 29 2 | 50 - | 41 8 | 1 | 4 6 | 14 6 | 27 - | 39 6 | M. | 4 - | 13 6 | 26 - | 26 - |
| 26 2 | 8 4 | 41 8 | 72 6 | 103 4 | 3 | 7 - | 27 - | 52 - | 77 - | M. | 4 - | 13 6 | 26 - | 26 - |
| 27 2 | 8 4 | 41 8 | 72 6 | 103 4 | 3 | 7 - | 27 - | 52 - | 77 - | M. | 4 - | 13 6 | 26 - | 26 - |
| 28 Excp. 1. | 2 6 | 6 8 | 12 6 | 19 2 | 1* | 2 6 | 12 6 | 25 - | 37 6 | M. | 4 - | 13 6 | 26 - | 26 - |
| 29 A. 2 | 2 6 | 9 2 | 16 8 | 25 - | Special | 4 1 | 12 5 | 22 10 | 33 3 | M. | 4 - | 13 6 | 26 - | 26 - |
| 30 Spec. 2 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 4 6 | 14 6 | 27 - | 39 6 | Special | 3 - | 7 3 | 13 6 | 17 6 |
| 31 Excp. 1. | 2 6 | 6 8 | 12 6 | 19 2 | 1* | 2 6 | 12 6 | 25 - | 37 6 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 32 " | 2 6 | 6 8 | 12 6 | 19 2 | Special* | 2 1 | 10 5 | 20 10 | 31 3 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 33 " | 2 6 | 6 8 | 12 6 | 19 2 | "* | 2 1 | 10 5 | 20 10 | 31 3 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 34 Spec. 2 | 2 6 | 12 6 | 25 - | 37 6 | "* | 2 1 | 10 5 | 20 10 | 31 3 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 35 Excp. 1. | 2 6 | 6 8 | 12 6 | 19 2 | 1* | 2 6 | 12 6 | 25 - | 37 6 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 36 Spec. 2 | 2 6 | 12 6 | 25 - | 37 6 | Special* | 2 1 | 10 5 | 20 10 | 31 3 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 37 Excp. 1. | 2 6 | 6 8 | 12 6 | 19 2 | O.* | 1 3 | 6 3 | 12 6 | 18 9 | " | 3 - | 7 3 | 13 6 | 17 6 |
| 38 Ton | 2 6 | 12 6 | 25 - | 37 6 | T.†† | 2 6 | 12 6 | 25 - | 37 6 | S. T. | 15 - | 25 - | 50 - | 66 6 |
| 39 Ton | - 10 | 4 2 | 8 4 | 12 6 | F.* | 10 - | 29 2 | 58 4 | 87 6 | S. T. | 10 - | 20 10 | 41 8 | 55 6 |
| 40 L. S. | 5 - | 21 - | 42 - | 63 6 | S.* | 4 - | 18 9 | 37 6 | 56 3 | S. | 10 - | 20 10 | 41 8 | 55 - |
| 41 " | 10 - | 50 - | 100 - | 150 - | C.* | 10 - | 50 - | 100 - | 150 - | C. | 10 - | 20 10 | 41 8 | 55 - |
| 42 1 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 1 8 | 11 5 | 24 6 | 31 6 |
| 43 2 | 1 9 | 8 6 | 17 - | 25 - | 2 | 1 11 | 9 5 | 18 9 | 28 2 | 2 | 1 0 | 7 10 | 16 6 | 21 6 |
| 44 1 | 3 9 | 18 6 | 37 6 | 56 3 | 1 | 3 9 | 18 9 | 37 6 | 56 3 | 1 | 2 6 | 17 2 | 37 - | 47 6 |
| 45 2 | 2 6 | 12 6 | 25 - | 37 6 | 2 | 2 11 | 14 2 | 28 2 | 42 3 | 2 | 1 8 | 11 9 | 24 6 | 32 - |
| 46 1 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 2 6 | 12 6 | 25 - | 37 6 | 1 | 1 8 | - | - | - |
| 47 2 | 1 9 | 8 6 | 17 - | 25 - | 2 | 1 11 | 9 5 | 18 9 | 28 2 | 2 | 1 - | - | - | - |

† Special rates for this mileage only, being the through distance.

** Per truck.

§ These rates include cartage at 1s. 10d. per ton.

†† At per ton.

Appendix, No. 35.

PAPER handed in by Mr. *Handel Cossham*, and referred to in his Evidence, 16 June 1881.

RATES per MIDLAND RAILWAY.

| Average Quantity sent per Month, taking Four Months, ending April 1881. | | From Kingswood Collieries To | | | | Distance. | Rate Charged. | Rate at 1½ d. per Ton per Mile. | |
|---|---|------------------------------|---|---|---|-----------|---------------|---------------------------------|--|
| | | | | | | Miles. | s. d. | s. d. | |
| 156 tons | - | Bristol | - | - | - | 2 | 1 - | - 9 | Large coal. |
| 380 " | - | Ditto | - | - | - | 2 | - 9 | - 9 | Small coal. |
| 50 " | - | Fishponds | - | - | - | 1 | 1 - | - 9 | |
| | | Yate | - | - | - | 8 | 1 3 | 1 - | |
| | | Iron Acton | - | - | - | 9½ | 1 9 | 1 2 | |
| | | Thornbury | - | - | - | 13 | 2 3 | 1 7½ | |
| | | Berkeley Road | - | - | - | 20 | 2 11 | 2 6 | |
| | | Coaley Junction | - | - | - | 22½ | 3 2 | 2 10 | |
| | | Cam | - | - | - | 24 | 3 2 | 3 - | |
| 12 tons | - | Warmley | - | - | - | 4 | 1 - | - 9 | |
| 32 " | - | Bitton | - | - | - | 6 | 1 7 | - 9 | |
| 6 " | - | Weston | - | - | - | 11 | 1 10 | 1 4½ | We have a special rate of 1 s. for small to Sommerville's. |
| 183 " | - | Bath | - | - | - | 12 | 1 8 | 1 6 | Large coal. |
| 38 " | - | Bath | - | - | - | 12 | 1 5 | - - | Small coal. |
| 142 " | - | Montpelier | - | - | - | 2 | 1 4 | - 9 | |
| 9 " | - | Clifton Down | - | - | - | 3 | 1 4 | - 9 | |
| 9 " | - | Avonmouth | - | - | - | 8 | 1 6 | 1 - | |

| Actual Mileage. | Six Mile Minimum. | Parkfield and South Pits. From Colliery To | | Quantity sent in 1880. | Present Rate. | Rate that should be at 1½ d. per Mile. | Over Charge. | Date of last Quotation. | REMARKS. |
|-----------------|-------------------|--|-------------------|------------------------|---------------|--|--------------|-------------------------|--|
| | | | | Tons. | s. d. | s. d. | d. | | |
| 7 | 7 | Bristol | - - - Large | 5,203 | 1 3 | - 10½ | 4½ | June 1873 | On 19,317 tons we get a drawback of 3 d. on coal shipped. |
| | | | Small | 26,500 | 1 - | - 10½ | 1½ | June " | |
| 7 | 7 | Ditto | - Forward Traffic | 14,566 | 1 -½ | - 10½ | 2 | 6 Nov. 1876 | Previous rate 1 s. 3 d. |
| 3½ | Min. | Warmley | - - - | 238 | 1 - | - 9 | 3 | 4 Feb. 1881 | |
| 5½ | " | Bitton | - - - | 255 | 1 6 | - 9 | 9 | 1 May 1875 | |
| 12 | 12 | Bath : | | | | | | | We get a drawback here of 4 d. on Parkfield, and 3 d. on South Pit. Previous to this we paid 3 s. 2 d. Drawback here of 6 d. per ton. Previous rate 1 s. 10 d. |
| | | Parkfield | - - Large | 3,586 | 1 7 | 1 6 | 1 | April 1879 | |
| | | | Small | 744 | 1 4 | 1 6 | - | August 1880 | |
| | | South Pit | - - Large | 438 | 1 6 | 1 6 | - | April 1879 | |
| | | | Small | - | 1 3 | 1 6 | - | August 1880 | |
| 10½ | 10½ | Bath Gas Company : | | | | | | | |
| | | Parkfield | - - - | 729 | 1 7 | 1 4 | - | April 1879 | We get a drawback here of 4 d. on Parkfield, and 3 d. on South Pit. Previous to this we paid 3 s. 2 d. Drawback here of 6 d. per ton. Previous rate 1 s. 10 d. |
| | | South Pit | - - - | 18,853 | 1 6 | 1 4 | - | April " | |
| 18½ | 18½ | Dursley | - - - | 430 | 2 10 | 2 4½ | 5½ | 5 April 1880 | |
| 26½ | 26½ | Nailsworth | - - - | 537 | 3 - | 3 4 | - | 1 May 1875 | |
| 10 | 10 | Charfield | - - - | 874 | 1 5 | 1 3 | 2 | Feb. 1881 | |
| 5½ | Min. | Iron Acton | - - - | 280 | 1 3 | - 9 | 6 | 8 Nov. 1879 | |
| 10½ | 10½ | Thornbury | - - - | 1,558 | 1 7 | 1 4 | 3 | 1 May 1875 | |
| 11 | 11 | Weston, near Bath | - - - | 623 | 1 9 | 1 4½ | 4½ | 1 May " | |
| 4 | Min. | Fishponds : | | | | | | | |
| | | Ditto | - - Large | 230 { | 1 - | - 9 | 3 | 1 May " | |
| | | | Small | | - 10 | - 9 | 1 | 1 May " | |
| 3½ | " | Yate | - - - | 154 | - 10 | - 9 | 1 | 1 May " | |
| 10 | 10 | Shirehampton | - - - | 277 | 1 7 | 1 3 | 4 | 1 May 1878 | |
| 8 | 8 | Clifton Down | - - - | 485 | 1 7 | 1 - | 7 | 1 May " | |
| 7 | 7 | Montpelier | - - - | 215 | 1 7 | - 10½ | 8½ | 1 May " | |
| 1½ | Min. | Shortwood : | | | | | | | Previous rate 1 s. 8 d. |
| | | Parkfield | - - - | 595 | - 9 | - 9 | - | 1 May 1875 | |
| | | South Pit | - - - | 1,704 | - 6 | - 9 | - | 1 May " | |
| 8 | 8 | Wickwar | - - - | 42 | 1 3 | 1 - | 3 | Feb. 1881 | |
| 15½ | 15½ | Berkeley Road | - - - | 27 | 2 5 | 1 11 | 6 | 1 May " | |
| 18 | 18 | Coaley Junction | - - - | 18 | 2 10 | 2 3 | 7 | 1 May " | |

Appendix, No. 36.

PAPER handed in by Mr. Massey.

ENGLISH RAILWAYS.

RAILWAY RATES of Carriage Charged on COAL for Export from the SOUTH YORKSHIRE DISTRICT.—(Over the Midland, Manchester, Sheffield, and Lincolnshire, and North Eastern Railway Companies.)

| To | From MONK BRETTON COLLIERY (Barnsley). | | | From CORTON WOOD COLLIERY (Wombwell). | | | From DENABY MAIN COLLIERY (Mexborough). | | |
|------------|--|------------------|------------------------------|---|------------------|------------------------------|---|------------------|------------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| HULL - - - | 58 | 3 1 | ·638 | 51 | 3 - | ·706 | 47 | 2 10 | ·723 |

The WEST YORKSHIRE DISTRICT.—(North Eastern Railway Company only.)

| To | From WHELDALF COAL COMPANY. | | | From FRYSTON COLLIERY. | | |
|------------|--------------------------------|---------------|---------------------------|---------------------------|---------------|---------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| HULL - - - | 45 | 2 1½ | ·572 | 41 | 2 1½ | ·622 |

The NORTH COUNTRY DISTRICT.

EXAMPLE of Preferential Rates of Carriage on COAL for Export Charged by the North Eastern Railway Company to their own Ports.

| To | From RADCLIFFE COLLIERY (Northumberland). | | | From ASSHINGTON COLLIERY (Northumberland). | | | From BROOMHILL COLLIERY (Northumberland). | | |
|---------------|---|------------------|------------------------------|--|------------------|------------------------------|---|------------------|------------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| TYNE DOCK - - | 43 | 1 6½ | ·436 | 30 | - 11 7/8 | ·396 | 42 | 1 6½ | ·440 |

ENGLISH RAILWAYS—*continued.*

RAILWAY RATE of Carriage on CANNEL COAL for Export from a Lancashire Mining Centre to a Port of Shipment.

| From | To HULL. | | |
|---------------|---------------|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| WIGAN - - - - | 109 | 7 4 | ·807 |

The above rates all include 2 *d.* per ton for use of shipping appliances.

RATE Charged by Railway Companies from South Yorkshire to London on COAL for use in the Metropolis.

| To | From DENABY MAIN COLLIERY (near Mexborough). | | |
|----------------|--|-------------------|------------------------|
| | Distance. | Net Railway Rate. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| LONDON - - - - | 161 | 7 2 | ·534 |

FRENCH RAILWAYS.

RATES of Carriage Charged on the following Imported Supplies by French Railways.

| DESCRIPTION OF SUPPLIES. | From | To | Distance. | Rate per Ton. | Rate per Ton per Mile. |
|-------------------------------------|----------|---------------------|-----------------------|---------------|------------------------|
| | | | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Wheat, maize, flour, oats, and rye. | Rouen - | Paris - - - | 76·800 | 6 4 800 | 0·998 |
| Lard and tub butter - | ditto - | ditto - - - | 76·809 | 12 8·640 | 1·987 |
| Coal - - - - | Calais - | Paris (La Chapelle) | 183·352 | 5 11·040 | 0·387 |

BELGIAN RAILWAYS.

RATES of Carriage Charged on COAL from the Centres of the Belgian Coal Field for Home Consumption and Export by Belgian Railways.

| | From LIÈGE. | | | | From MOÛS. | | | | From CHARLEROI and MARÉCHALLÉ. | | | | From MARIEMONT. | | | |
|--------------|---------------------|---------------|----------------------|----------------|---------------------|---------------|----------------------|----------------|--------------------------------|---------------|----------------------|----------------|---------------------|---------------|----------------------|----------------|
| | In Lots of 10 Tons. | | In Lots of 100 Tons. | | In Lots of 10 Tons. | | In Lots of 100 Tons. | | In Lots of 10 Tons. | | In Lots of 100 Tons. | | In Lots of 10 Tons. | | In Lots of 100 Tons. | |
| | Distance | Rate per Ton. | Rate per Ton. | Rate per Mile. | Distance | Rate per Ton. | Rate per Ton. | Rate per Mile. | Distance | Rate per Ton. | Rate per Ton. | Rate per Mile. | Distance | Rate per Ton. | Rate per Ton. | Rate per Mile. |
| | English Miles. | s. d. | s. d. | d. | English Miles. | s. d. | s. d. | d. | English Miles. | s. d. | s. d. | d. | English Miles. | s. d. | s. d. | d. |
| To ANTWERP - | 74½ | 2 6'400 | 0'408 | 1 11'040 | 60½ | 2 3'480 | 0'400 | 1 9'504 | 66½ | 2 2'880 | 0'404 | 1 8'544 | 64 | 2 1'440 | 0'400 | 1 7'776 |
| | | | | 0'309 | | | | 0'309 | | | | 0'309 | | | | 0'300 |

RATES of Carriage Charged on the undermentioned Manufactures and Produce.

| DESCRIPTION. | From | To | Distance. | Under 5 Tons. | | 5 Tons and above. | | Small Quantities. | |
|------------------------------------|----------|-------------------|-----------|---------------|------------------------|-------------------|------------------------|-------------------|------------------------|
| | | | | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | | | | s. d. | d. | s. d. | d. | s. d. | d. |
| Iron, steel, and deals and battens | - | - | - | 4 7'680 | 1'871 | 3 1'440 | 1'259 | 4 7'680 | 1'871 |
| Wool | - | - | - | 4 7'680 | 1'871 | 3 10'560 | 1'565 | 4 7'680 | 1'871 |
| Dry and salted hides | - | - | - | 5 5'280 | 2'194 | 3 10'560 | 1'565 | 3 10'560 | 1'565 |
| Manufactured goods and machinery | - | - | - | 4 7'680 | 1'871 | 3 1'440 | 1'259 | 4 7'680 | 1'871 |
| | Brussels | Antwerp | 29½ | | | | | | |
| | | (And vice versa). | | | | | | | |

RATES of Carriage Charged on Live Stock.

| IN LOTS. | From BRUGES. | | | | From DIXMUNDE. | | | | From GHENT. | | | | From BRUSSELS. | | | |
|--|----------------|---------------|---------------|------------------------|----------------|---------------|---------------|------------------------|----------------|---------------|---------------|------------------------|----------------|---------------|---------------|------------------------|
| | Distance. | Rate per Lot. | Rate per Lot. | Rate per Lot per Mile. | Distance. | Rate per Lot. | Rate per Lot. | Rate per Lot per Mile. | Distance. | Rate per Lot. | Rate per Lot. | Rate per Lot per Mile. | Distance. | Rate per Lot. | Rate per Lot. | Rate per Lot per Mile. |
| | English Miles. | s. d. | s. d. | d. | English Miles. | s. d. | s. d. | d. | English Miles. | s. d. | s. d. | d. | English Miles. | s. d. | s. d. | d. |
| 1 ox or 1 cow ; 1 to 5 pigs or calves ; 1 to 10 sheep | - | 12 3'840 | 2'105 | 2'105 | - | 14 0'000 | 1'983 | 1'983 | - | 9 4'800 | 2'479 | 2'479 | - | 7 0'000 | 2'833 | 2'833 |
| 3 to 4 oxen or cows ; 6 to 10 pigs or calves ; 11 to 20 sheep | - | 18 6'240 | 3'161 | 3'161 | - | 21 0'000 | 2'982 | 2'982 | - | 14 1'440 | 3'724 | 3'724 | - | 10 6'240 | 4'243 | 4'243 |
| A full truck load of large or small beasts (containing 8 oxen or cows ; 10 heifers or steers ; 20 pigs or calves ; 30 sheep or goats ; 100 sucking pigs) | 70½ | 24 8'100 | 4'216 | 4'216 | 84½ | 28 0'000 | 3'973 | 3'973 | 45½ | 18 9'000 | 4'958 | 4'958 | 29½ | 14 0'000 | 5'647 | 5'647 |

GERMAN RAILWAYS.

RATES of Carriage on COALS on German Railways from Westphalia, passing over the Cologne-Minden, Rhenish, Bergisch Märk, and Roya Hanover, and Oldenburg States Railways.

| NAMES OF PITS. | Name of Sending Station. | Destination. | Distance in Kilometres and English Miles. | Rate of Carriage per Truckload of 200 Centners or 10 Tons English. | Rate per English Ton and per English Mile. |
|---------------------------------|---------------------------|---|--|---|--|
| Hansa - - - - - | Gelsenkirchen - - - - - | Varel, Leer, and Emden, Ports on the Oldenburg and Hanoverian Coasts. | Average distance from sending stations in this Westphalian Coal District to Varel (Jahde River and Bay), English Miles. 280 Kilom.=173½ English Miles. To Leer and Emden (Em's River), 247 Kilom.=153 English Miles. | Rate of carriage, Mark 66, per truckload of 200 centners, or 10 tons English. | 6 s. 6 d. per ton for 173½ English miles = 0.45 d. per ton per English Mile. |
| Hannibal - - - - - | - ditto - - - - - | | | | |
| Hibernia and Shamrook - - - - - | - ditto - - - - - | | | | |
| Rhine, Elbe, and Alma - - - - - | - ditto - - - - - | | | | |
| Frederick the Great - - - - - | - ditto - - - - - | | | | |
| Mount Cenis - - - - - | Herne - - - - - | | | | |
| United President - - - - - | ditto - - - - - | | | | |
| Pluto - - - - - | Bochum - - - - - | | | | |
| Count Bismarck - - - - - | Wanne - - - - - | | | | |
| Borussia - - - - - | Wattenscheidt - - - - - | | | | |
| | Marten Dortmund - - - - - | | | Rate of carriage, Mark 46, per truckload of 200 centners, or 10 tons English. | 4 s. 6 d. per ton for 153 English miles = 0.34 d. per ton per English mile. |

RATES of Carriage on COALS on German Railways from Upper Silesia, per East Prussian and South East Prussian State Railways.

| NAMES OF PITS. | Name of Sending Station in Upper Silesia. | Destination. | Distance from Sending Station to Königsberg, in Kilometres and English Miles. | Rate of Carriage per Truckload of 200 Centners, or 10 Tons English. | Distance. | Rate per Ton. | Rate per Ton per English Mile. |
|-----------------------------------|---|---|---|---|----------------|---------------|--------------------------------|
| Königen Louise Grube - - - - - | Zabrze - - - - - | Königsberg, station on the Prussian Seaboard, Baltic. | 779 Kilom.=482½ English Miles | 108.20 Mark per 200 Centners | English Miles. | s. d. | d. |
| Kaiser Wilhelms Schacht - - - - - | Morgenthau - - - - - | | 783 " =485 | 108.10 " | 482.5 | 10 8.20 | 0.26 |
| Catharina Grube - - - - - | - ditto - - - - - | | 783 " =485 | 108.10 " | 485.0 | 10 8.10 | 0.26 |
| Deutschland Grube - - - - - | Schwinitz - - - - - | | 787 " =487½ | 108.70 " | 485.0 | 10 8.70 | 0.26 |
| Königsgrube - - - - - | - ditto - - - - - | | 790 " =490 | 110.80 " | 487.5 | 11 0.30 | 0.27 |
| Karoline Grube - - - - - | - ditto - - - - - | | 799 " =494½ | 111.40 " | 490.0 | 11 1.40 | 0.27 |
| Johann Jacob Grube - - - - - | Rybink - - - - - | | 781 " =483½ | 107.90 " | 494.5 | 10 7.90 | 0.26 |
| Friedrichs Grube - - - - - | ditto - - - - - | | 801 " =496 | 110.70 " | 483.5 | 11 0.70 | 0.27 |
| | | | | | 498.0 | | |

Note.—247 Kilometres=153 English Miles.

GERMAN RAILWAYS—continued.

RATES of Carriage Charged on COALS from the Westphalian Coal District for Export and Home Consumption by German Railways.

| NAMES OF PITS. | SENDING STATIONS. | To HAMBURG and HARBURG. | | |
|---------------------------|----------------------|-------------------------|---|---------------------------|
| | | Distance. | Rate per 10 Tons. (Excess of this Quantity Charged <i>pro ratâ.</i>) | Rate per Ton per Mile. |
| | | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Schlägel and Eisen - - - | Recklinghausen - - - | 210 | 60 - | 0·342 |
| Kingspit - - - | Wanne - - - | 217 | 60 - | 0·331 |
| President - - - | | | | |
| Pluto - - - | | | | |
| Hibernia - - - | Gelsenkirchen - - - | 220 | 61 1 | 0·331 |
| Rhine and Elbe - - - | | | | |
| Frederick the Great - - - | | | | |
| Hannibal - - - | Herne - - - | 219 | 61 - | 0·333 |
| Mount Cenis - - - | | | | |
| Queen Elizabeth - - - | | | | |
| Frederick Krupp - - - | Altenessen - - - | 224 | 61 - | 0·323 |
| Concordia - - - | Essen - - - | 236 | 61 - | 0·325 |
| German Emperor - - - | Oberhausen - - - | 231 | 62 - | 0·320 |
| | Neumühl - - - | 235 | 62 - | 0·318 |

ENGLISH RAILWAYS.

RAILWAY RATES of Carriage on the following Goods for Export from the Two Great Centres of Iron and Hardware Manufacture in England.

| DESCRIPTION OF GOODS. | From SHEFFIELD | | | | | | | | |
|---|----------------|---------------|------------------------|---------------------|---------------|------------------------|---------------------------|---------------|------------------------|
| | To HULL. | | | To WEST HARTLEPOOL. | | | To NEWCASTLE (Tyne Dock). | | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Hardware (Iron and Steel Goods, packed), and Cart, Coach, and Carriage Springs, &c. | 58 | 22 6 | 4·655 | 111 | 22 6 | 2·432 | 131 | 22 6 | 2·061 |
| Steel and Railway Springs and Buffers | 58 | 15 - | 3·103 | 111 | 15 - | 1·621 | 131 | 15 - | 1·374 |

| DESCRIPTION OF GOODS. | From BIRMINGHAM | | | | | | | | |
|--|-----------------|---------------|------------------------|---------------------|---------------|------------------------|---------------------------|---------------|------------------------|
| | To HULL. | | | To WEST HARTLEPOOL. | | | To NEWCASTLE (Tyne Dock). | | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Hardware - - - - - | 135 | 25 - | 2·222 | 181 | 25 - | 1·657 | 207 | 25 - | 1·449 |
| Damageable Iron Sheets in bundles, and Iron Sheets, loose. | 135 | 16 8 | 1·481 | 181 | 16 8 | 1·105 | 207 | 16 8 | 0·966 |
| Undamageable Bar and Plate Iron, Iron Chains and Anchors, loose, and Iron Sheets at Owner's risk, loose. | 135 | 14 2 | 1·259 | 181 | 14 2 | 0·939 | 207 | 14 2 | 0·821 |

ENGLISH RAILWAYS.

RAILWAY RATES of Carriage on Weaving and Spinning Machinery for Export from the Centres of Manufacture to the Ports of Shipment.

LANCASHIRE DISTRICT.

| To | From BLACKBURN. | | | From MANCHESTER. | | | From BOLTON. | | | From BURY. | | | From OLDHAM. | | | From WIGAN. | | | From ROCHDALE. | | |
|-----------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|----------------------------|-------------------------------|-------|
| | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | Dis- tance, per Ton. | Rate per Ton, per Mile. | |
| HULL - - - - - | Miles. | s. d. | d. | Miles. | s. d. | d. | Miles. | s. d. | d. | Miles. | s. d. | d. | Miles. | s. d. | d. | Miles. | s. d. | d. | Miles. | s. d. | d. |
| | 99 | 21 8 | 2 626 | 90 | 20 - | 2 665 | 101 | 20 - | 2 376 | 95 | 21 8 | 2 737 | 82 | 20 - | 2 926 | 109 | 21 8 | 2 385 | 93 | 20 10 | 2 083 |
| WEST HARTLEPOOL - - - | 120 | 21 8 | 2 106 | 114 | 20 - | 2 105 | 123 | 20 - | 1 951 | - | - | - | 105 | 25 - | 2 851 | - | - | - | 110 | 20 10 | 2 273 |
| NEWCASTLE (Tyne Dock) - - - | - | - | - | 136 | 20 - | 1 765 | 144 | 20 - | 1 606 | - | - | - | 127 | 25 - | 2 362 | - | - | - | - | - | - |

YORKSHIRE DISTRICT.

| To | From LEEDS. | | | From BRADFORD. | | |
|----------------|--------------|---------------|------------------------|----------------|----------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| HULL - - - - - | Miles. 51 | s. d. 12 6 | d. 2 041 | Miles. 61 | s. d. 16 10 | d. 3 115 |

EXAMPLE SHEET of DOCK CHARGES only.

"MAUDE," s. s., 496 Tons Register.—If arriving with a Cargo of Grain, Seed, or Deale and Battens, from the Baltic, or a Cargo of Grain, Seed, Fruit, &c., from the Mediterranean, pays Dock Dues, as under :

| NAMES OF PORTS. | If from the Baltic. | | If from the Mediterranean. | |
|--|-----------------------|----------------------|------------------------------|----------------------|
| | Rate of Dock Dues. | Amount of Dock Dues. | Rate of Dock Dues. | Amount of Dock Dues. |
| | | £. s. d. | | £. s. d. |
| Hull - - - - - | 1 s. per register ton | 24 16 - | 1 s. 4½ d. per register ton. | 34 2 - |
| Grimsby - - - - - | 8 d. " " - | 16 10 8 | 1 s. per register ton | 24 16 - |
| West Hartlepool (Docks, property North Eastern Railway Company). | 7 d. " " - | 14 9 4 | 7 d. " " - | 14 9 4 |
| Newcastle (Tyne Dock, property North Eastern Railway Company). | 6 d. " " - | 12 8 - | 6 d. " " - | 12 8 - |
| Newport (Monmouth) - - - | 5 d. " " - | 10 6 8 | 7 d. " " - | 14 9 4 |
| Cardiff - - - - - | 7 d. " " - | 14 9 4 | 7 d. " " - | 14 9 4 |
| Bristol - - - - - | 6 d. " " - | 12 8 - | 1 s. " " - | 24 16 - |
| Swansea - - - - - | 9 d. " " - | 18 12 - | 9 d. " " - | 18 12 - |
| Sharpness Dock (Port of Gloucester) | 6 d. " " - | 12 8 - | 1 s. " " - | 24 16 - |
| Liverpool and Birkenhead - - | 14½ d. " " - | 30 9 8 | 1 s. 6d. " " - | 37 4 - |

"MAUDE," s. s., 496 Tons Register.—If arriving at the undermentioned Port in Ballast, and Loading there a Cargo of Coals, &c., say for Lisbon, pays the following Dock Dues, &c. :

| NAMES OF PORTS. | Rate of Dock Dues. | Amount of Dock Dues. |
|--|--|----------------------|
| | | £. s. d. |
| Hull - - - - - | 1 s. per register ton - - - | 24 16 - |
| Grimsby - - - - - | 1 d. per register ton, and drop dues 2 d. per ton on cargo. | 2 1 4 |
| West Hartlepool (Docks, property North Eastern Railway Company). | 3 d. per register ton - - - | 6 4 - |
| Newcastle (Tyne Dock, property North Eastern Railway Company). | 2 d. " " - - - | 4 2 8 |
| Newport (Monmouth) - - - | 5 d. " " - - - | 10 6 8 |
| Cardiff - - - - - | 7 d. " " - - - | 14 9 4 |
| Bristol - - - - - | 6 d. " " - - - | 12 8 - |
| Swansea - - - - - | 9 d. " " - - - | 18 12 - |
| Sharpness Dock (Port of Gloucester) | 6 d. " " - - - | 12 8 - |
| Liverpool and Birkenhead - - | 10½ d. " " - - - (Less 50 % rebate.) | 10 19 - |

SWEDISH RAILWAYS.

RATES of Carriage Charged on the undermentioned Goods for Export by Swedish Railways.

| DESCRIPTION OF GOODS. | FROM OREBRO TO GOTHENBURG. | | |
|---|----------------------------|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Iron and steel - - - - - | 176 | 7 6·666 | 0·515 |
| Manufactured iron and steel goods, packed - - - | 176 | 24 9·333 | 1·689 |

RATES of Carriage Charged on the undermentioned Imported Goods by Swedish Railways.

| DESCRIPTION OF GOODS. | FROM GOTHENBURG TO NORRKÖPING (Swedish Cotton Spinning Centre). | | |
|-----------------------|---|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Cotton - - - - - | 231 | 26 1·333 | 1·356 |
| Machinery - - - - - | 231 | 21 0·000 | 1·091 |

RUSSIAN RAILWAYS.

RATES of Carriage on WEAVING and SPINNING MACHINERY Charged on Russian Railways.

| PORT OF DEBARKATION FROM SHIP. | TO ST. PETERSBURGH. | | | TO MOSCOW. | | |
|--------------------------------|-----------------------|---------------|------------------------|-----------------------|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Reval - - - - - | 243 | 16 9·50 | 0·83 | 635 | 43 11 | 0·83 |

FINNISH RAILWAYS.

RATES of Carriage on WEAVING and SPINNING MACHINERY Charged on Finnish Railways.

| PORT OF DEBARKATION FROM SHIP. | TO ST. PETERSBURGH. | | | TO TAMMERFORS (Cotton Spinning Centre of Finland). | | |
|--------------------------------|-----------------------|---------------|------------------------|---|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Hango - - - - - | 348 | 22 9 | 0·78 | — | — | — |
| Aho - - - - - | - | - | - | 102 | 9 3·6 | 1·09 |
| Helsingfors - - - | - | - | - | 122½ | 10 0·0 | 0·98 |

ENGLISH RAILWAYS, &c.

RATES of Carriage on STEEL RAILS for Export by Railway and Canal.

| From | To HULL (by Rail). | | | To HULL (by Canal). | | |
|-----------------|--------------------|---------------|---------------------------|---------------------|---------------|---------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| SHEFFIELD - - | 58 | 7 6 | 1·552 | - - | 7 - | - |
| ROTHERHAM - - | 55 | 7 - | 1·527 | - - | 6 6 | - |
| MIDDLESBRO' - - | 93 | 5 6 | 0·709 | - | - | - |
| WORKINGTON - - | 177 | 12 - | 0·813 | - | - | - |

DUTCH-RHENISH RAILWAYS

(Per Cologne-Minden Railway, and Netherland-Rhenish Railway, both being State Railways since last Year).

RATES of Carriage Charged on the following Goods for Export by the Dutch-Rhenish Railways, from one of the Centres of the Westphalian Coal and Iron Industry.

| DESCRIPTION OF GOODS. | From ESSEN to AMSTERDAM. | | | From ESSEN to ROTTERDAM. | | |
|--|---------------------------|------------------|------------------------------|---------------------------|------------------|------------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Pig iron, scrap iron, old rails, &c. - | 122·647 | 5 7·200 | 0·548 | 132·558 | 6 0·000 | 0·543 |
| Rails (steel or iron), tyers, wheels, and axles, buffers, railway chairs, &c. | 122·647 | 5 9 600 | 0·567 | 132·558 | 6 3·600 | 0·570 |
| Iron and steel in bars (all kinds), sheets, plates, iron tubes and co- lums, iron and steel wire, nails in casks, &c. | 122·647 | 7 6·000 | 0·734 | 132·558 | 7 7·200 | 0·688 |
| Hardware (iron and steel goods of all kinds). | 122·647 | 8 4·800 | 0·822 | 132·558 | 8 4·800 | 0·760 |

RUSSIAN RAILWAYS.

RATES of Carriage Charged on IRON and STEEL RAILS on Russian Railways.

| PORT OF DEBARKATION FROM SHIP. | To ST. PETERSBURGH. | | | To MOSCOW. | | |
|--------------------------------------|-----------------------|---------------|---------------------------|-----------------------|---------------|---------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| REVAL - - - | 243 | 9 0·50 | 0·45 | 635 | 24 6·50 | 0·46 |

FINNISH RAILWAYS.

RATES of Carriage Charged on IRON and STEEL RAILS on Finnish Railways.

| PORT OF DEBARKATION FROM SHIP. | To ST. PETERSBURGH. | | | To TAVASTEHUS. | | | To TAMMERFORS. | | |
|-----------------------------------|---------------------------|------------------|------------------------------|---------------------------|------------------|------------------------------|---------------------------|------------------|------------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| HANGO - - - - - | 348 | 17 - | 0.59 | - | - | - | - | - | - |
| ABO - - - - - | - | - | - | 111 | 6 10.8 | 0.75 | - | - | - |
| HELSINGFORS - - - - - | - | - | - | - | - | - | 122½ | 7 6 | 0.73 |

DUTCH-RHENISH RAILWAYS

(Per Cologne-Minden Railway and Netherland-Rhenish Railway, both being State Railways from last Year).

RATES of Carriage Charged on the following Goods for Export by the Dutch-Rhenish Railways, from one of the Centres of the Westphalian Coal and Iron Industry.

| DESCRIPTION OF GOODS. | From DORTMUND to AMSTERDAM. | | | From DORTMUND to ROTTERDAM. | | |
|---|--------------------------------|------------------|------------------------------|--------------------------------|------------------|------------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Pig iron, scrap iron, old rails, &c. - | 143.090 | 6 3.600 | 0.528 | 153 | 6 8.400 | 0.525 |
| Rails (steel or iron), tyres, wheels, and axles, buffers, railway chairs, &c. | 143.090 | 6 8.400 | 0.562 | 153 | 7 1.200 | 0.557 |
| Iron and steel in bars (all kinds), sheets, plates, iron tubes and columns, iron and steel wire, nails in casks, &c. | 143.090 | 8 2.400 | 0.687 | 153 | 8 3.600 | 0.651 |
| Hardware (iron and steel goods of all kinds). | 143.090 | 10 0.000 | 0.839 | 153 | 10 0.000 | 0.784 |

ENGLISH RAILWAYS, &c.

RATES of Carriage Charged on Imported IRON ORE by Railway and Canal.

| To | From HULL. | | | | | |
|---------------------|---------------|---------------------|---------------------------|---------------|---------------|---------------------------|
| | By Rail. | | | By Canal. | | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| SHEFFIELD - - - - - | 58 | 5 8 | 1.172 | - - | 5 - | - |
| ROTHERHAM - - - - - | 55 | 5 8 | 1.236 | - - | 4 6 | - |
| LEEDS - - - - - | 51 | { 5 10 4 tons. } | 1.372 | - | - | - |

DUTCH-RHENISH RAILWAYS

(Per COLOGNE-MINDEN RAILWAY and Per NETHERLAND-RHENISH RAILWAY, both State Railways since last Year).

RATES of Carriage Charged on IMPORTED ORES of any Kind by the Dutch-Rhenish Railways.

| To | From AMSTERDAM. | | | | | From ROTTERDAM. | | | | |
|----------|-------------------------------|---------------|------------------------|------------------------------|---------------|-------------------------------|---------------|------------------------|------------------------------|---------------|
| | In Lots of at least 250 Tons. | | | In Lots of at least 10 Tons. | | In Lots of at least 250 Tons. | | | In Lots of at least 10 Tons. | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. |
| | <i>English Miles.</i> | <i>s.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s.</i> | <i>English Miles.</i> | <i>s.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s.</i> |
| ESSEN | 122-647 | 4 | 10-800 | 122-647 | 4 | 132-558 | 4 | 10-800 | 132-558 | 5 |
| | | | 0-480 | | | | | 0-495 | | 0-080 |
| DORTMUND | 148-090 | 5 | 1-200 | 148-090 | 5 | 153-000 | 5 | 1-200 | 153-000 | 5 |
| | | | 0-428 | | | | | 0-478 | | 0-700 |
| | | | | | | | | | | 0-458 |
| | | | | | | | | | | 0-456 |

ENGLISH RAILWAYS.

RAILWAY RATES of Carriage on Imported Foreign Pig, BAR, and INGOT IRON.

| To | From HULL. | | | | From NEWCASTLE (Tyne Dock). | | | |
|-----------|---------------|---------------|------------------------|-----------|-----------------------------|---------------|------------------------|-----------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | | Distance. | Rate per Ton. | Rate per Ton per Mile. | |
| | <i>Miles.</i> | <i>s.</i> | <i>d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s.</i> | <i>d.</i> | <i>d.</i> |
| SHEFFIELD | 58 | 8 | - | 1-055 | 131 | 9 | 0 | 0-870 |
| ROTHERHAM | 55 | 7 | 6 | 1-036 | 124 | 9 | 6 | 0-919 |
| LOW MOOR | - | - | - | - | 104 | 10 | - | 1-154 |
| LEEDS | 61 | 7 | 6 | 1-765 | 93 | 7 | 6 | 0-968 |
| PENISTONE | - | - | - | - | 122 | 9 | 6 | 0-934 |

RUSSIAN RAILWAYS.

RATES of Carriage Charged on the following Imported Goods on Russian Railways.

| DESCRIPTION OF GOODS. | From REVAL (Seaport). | | | | | |
|---|-----------------------|---------------|------------------------|-----------------------|---------------|------------------------|
| | To ST. PETERSBURGH. | | | To MOSCOW. | | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Pig iron - - - - | 243 | 9 0 50 | 0 45 | 635 | 23 3 00 | 0 44 |
| Iron wire - - - - | 243 | 16 9 50 | 0 83 | 635 | 27 1 50 | 0 51 |
| Manufactures (Manchester and Bradford goods). | 243 | 31 0 00 | 1 53 | 635 | 65 10 50 | 1 24 |
| Bar iron, plates, &c. - - | 243 | 10 4 00 | 0 51 | 635 | 24 6 50 | 0 46 |

FINNISH RAILWAYS.

RATES of Carriage Charged on the following Imported Goods on Finnish Railways.

| DESCRIPTION OF GOODS. | From HANGO (Seaport) to ST. PETERSBURGH. | | | To TAMMERFORS. | | | | | |
|---|--|---------------|------------------------|-----------------------|---------------|------------------------|-----------------------------|---------------|------------------------|
| | | | | From ABO (Seaport). | | | From HELSINGFORS (Seaport). | | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Pig iron - - - - | - | - | - | 102 | 3 9 6 | 0 41 | 122½ | 4 1 2 | 0 40 |
| Iron wire - - - - | - | - | - | 102 | 11 8 4 | 1 38 | 122½ | 12 7 2 | 1 23 |
| Bar iron, plates, &c. (and armour plates from Hango). | 348 | 17 0 0 | 0 59 | 102 | 6 11 4 | 0 81 | 122½ | 7 6 0 | 0 73 |
| Manufactures (Manchester and Bradford goods). | 348 | 43 9 0 | 1 51 | 102 | 17 10 2 | 2 10 | 122½ | 19 3 0 | 1 89 |

ENGLISH RAILWAYS.

RAILWAY RATES of Carriage on IRON WIRE for Export.

| To | From HALIFAX. | | | From WARRINGTON. | | |
|--|---------------|---------------|------------------------|------------------|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| HULL - - - - | 70 | 13 4 | 2 285 | 109 | 15 - | 1 651 |
| WEST HARTLEPOOL (Docks, Property North Eastern Railway Company). | 87 | 12 6 | 1 724 | 131 | 15 - | 1 374 |

RETURN of Cargoes of IRON WIRE, IRON BARS, SHEETS, PLATES, and PIPES, imported into Cronstadt from Westphalian and other Iron Works, through Ports in Hanover, Holland, &c., during 1880.

| Date of Arrival. | Vessel's Name. | Where from. | Tons Register calculated from Russian Lasts. | Cargo. |
|------------------|------------------|-------------|--|--------------------------|
| 28 April | Ida | Papenburg | 152 | Iron wire. |
| 29 " | Johann | Antwerp | 186 | Iron. |
| 13 May | Samson | ditto | 94 | |
| 15 " | Lina | Zwolle | 88 | Iron wire and machinery. |
| 16 " | Renska | Papenburg | 100 | |
| 19 " | Hinrika | Antwerp | 72 | |
| 27 " | Sara | ditto | 148 | |
| 31 " | Anna Margaretha | Leer | 92 | Iron. |
| 1 June | Franz | Papenburg | 82 | |
| 7 " | Bruno | Leer | 120 | |
| 21 " | Gretina | Leer | 126 | |
| 23 " | Catharina | Antwerp | 146 | Iron wire. |
| 24 " | Maria | Leer | 108 | |
| 27 " | Angela | Antwerp | 126 | |
| 28 " | Johannes | Papenburg | 118 | |
| 28 " | Caroline | ditto | 126 | Iron. |
| 1 July | Helios, s.s. | Antwerp | 450 | |
| 11 " | Ellen Kirstine | Vlaardingen | 134 | Iron and iron pipes. |
| 16 " | Ida | Leer | 120 | |
| 16 " | Africa, s.s. | Leer | 274 | Iron. |
| 17 " | Johannes | Papenburg | 108 | Iron wire. |
| 17 " | Alpha | ditto | 112 | Iron. |
| 6 August | Maria | ditto | 134 | |
| 14 " | Delbruck, s.s. | Bremen | 374 | Railway iron. |
| 20 " | Nicoline | Rotterdam | 98 | |
| 23 " | Hindereka | Leer | 86 | Iron. |
| 26 " | Kattegat, s.s. | Bremerhaven | 304 | |
| 29 " | Ida | Rotterdam | 152 | |
| 29 " | Gretina | Leer | 126 | |
| 29 " | Severine | Papenburg | 114 | Iron wire. |
| 29 " | Anna Margaretha | Leer | 92 | |
| 29 " | Biltine | Leer | 76 | |
| 31 " | Margaretha | Leer | 60 | |
| 2 September | Fenna | Papenburg | 56 | Iron. |
| 6 " | Gerhard | Leer | 138 | |
| 6 " | Helene | Leer | 132 | Iron Wire. |
| 12 " | Reinhard | Antwerp | 120 | |
| 12 " | Ymuiden, s.s. | Rotterdam | 400 | Iron. |
| 13 " | Ernst and Georg | Papenburg | 114 | |
| 13 " | Almuth | Leer | 122 | Iron wire. |
| 22 " | Gustaf | Antwerp | 208 | |
| 23 " | Kezia Harrison | ditto | 94 | |
| 24 " | Maria | Papenburg | 154 | |
| 24 " | Helen | ditto | 180 | Iron. |
| 24 " | Thedea | ditto | 104 | |
| 24 " | Hermine | Antwerp | 66 | |
| 25 " | Freya | ditto | 94 | |
| 28 " | Elise | Leer | 134 | Iron. |
| 1 October | J. Borgwardt | Papenburg | 104 | |
| 5 " | Gibraltar, s.s. | Antwerp | 534 | Railway iron. |
| 6 " | Tirfing, s.s. | ditto | 276 | |
| 9 " | Schelde, s.s. | Leer | 692 | Iron. |
| 10 " | Ceres, s.s. | Rotterdam | 534 | |
| 12 " | Nelly Wise, s.s. | Brake | 680 | |
| 13 " | Frigga, s.s. | Rotterdam | 244 | |
| 14 " | Brage, s.s. | Antwerp | 404 | Railway iron. |
| 16 " | Hochfeld, s.s. | Rotterdam | 652 | |
| 17 " | Ielo, s.s. | Antwerp | 210 | Iron. |
| | | | 11,144 | |

| | Iron Wire. | Iron Bars, Plates, Sheets, and Pipes. | Iron Railway Rails. |
|---|----------------|---------------------------------------|---------------------|
| 14 steamers and 44 sailing vessels with | Tons. 2,556 | Tons. 17,820 | Tons. 1,912 |

ENGLISH RAILWAYS.

RATES of Railway Carriage on Imported COTTON for use by the Lancashire Spinners.

| From | To BOLTON. | | | To ACCRINGTON. | | | To MANCHESTER. | | | To OLDHAM. | | |
|-----------|----------------|------------------|------------------------------|----------------|------------------|------------------------------|----------------|------------------|------------------------------|----------------|------------------|------------------------------|
| | Dis- tance. | Rate per Ton. | Rate per Ton per Mile. | Dis- tance. | Rate per Ton. | Rate per Ton per Mile. | Dis- tance. | Rate per Ton. | Rate per Ton per Mile. | Dis- tance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| LIVERPOOL | 28 | 9 4 | 4.000 | 40 | 13 2 | 3.950 | 41 | 9 - | 2.634 | 45 | 11 - | 2.933 |

SPECIAL Transhipment RATE from Liverpool to Hull on Transit of Cotton.

| From | To HULL. | | |
|---------------------|---------------|---------------|---------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| LIVERPOOL - - - - - | 120 | 12 6 | 1.250 |

RAILWAY RATES of Carriage on the following Imported Goods to some of the principal Manufacturing and Consuming Centres.

| Description of Goods. | From | To | Distance. | Rate per Ton. | Rate per Ton per Mile. |
|-----------------------|----------|----------------|---------------|------------------|------------------------------|
| | | | <i>Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Raw cotton - - - | Hull - - | Horbury - - | 55 | 12 6 | 2.727 |
| Ditto - - - - | | Bolton - - - | 101 | 23 4 | 2.772 |
| Wool - - - - - | | Bradford - - | 61 | 15 10 | 3.115 |
| Wool - - - - - | | Brighouse - - | 64 | 16 8 | 3.125 |
| Wool - - - - - | | Rochdale - - | 88 | 21 8 | 2.954 |
| Wheat - - - - - | | Birmingham - | 125 | 15 - | 1.333 |
| Bacon - - - - - | | | 135 | 25 - | 2.222 |
| Butter - - - - - | | Manchester - - | 91 | 23 4 | 3.077 |

FRENCH RAILWAY CARRIAGE RATES on the undermentioned Goods and between the undermentioned Manufacturing and Consuming Centres.

| DESCRIPTION OF GOODS. | From | To | Distance. | Rate per Ton. | Rate per Ton per Mile. |
|-----------------------|---------------|---------------|-----------------------|---------------|------------------------|
| | | | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Raw Cotton - - - | Havre - - - | Rouen - - - | 56·988 | 5 7·020 | 1·176 |
| Raw Wool - - - | - ditto - - - | Elbeuf - - - | 59·465 | 6 0·000 | 1·211 |
| Washed Wool - - - | - ditto - - - | - ditto - - - | 59·465 | 6 9·600 | 1·372 |
| Wheat - - - - - | - ditto - - - | Paris - - - | 139·992 | 8 0·000 | 0·686 |
| Flour - - - - - | | | | | |
| Burley - - - - - | | | | | |
| Oats - - - - - | | | | | |
| Maize - - - - - | - ditto - - - | ditto - - - | 139·992 | 17 2·400 | 1·474 |
| American Lard - - - | | | | | |
| American Bacon - - - | | | | | |
| Butter - - - - - | - ditto - - - | ditto - - - | 139·992 | 20 4·800 | 1·749 |

RUSSIAN RAILWAYS.

RATES of Railway Carriage on Imported COTTON for Use by the Russian Interior Cotton Spinners.

| PORT OF DEBARKATION FROM SHIP. | To ST. PETERSBURGH. | | | To Moscow. | | |
|--------------------------------|-----------------------|---------------|------------------------|-----------------------|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| REVAL - - - - - | 243 | 11 7·50 | 0·57 | 635 | 30 4·25 | 0·57 |

FINNISH RAILWAYS.

RATES of Railway Carriage on Imported COTTON for Use by the Finnish and Russian Interior Cotton Spinners.

| PORT OF DEBARKATION FROM SHIP. | To ST. PETERSBURGH. | | | To TAMMERFORS. (Cotton Spinning Centre of Finland.) | | |
|--------------------------------|-----------------------|---------------|------------------------|--|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| HANGO - - - - - | 348 | 28 7·75 | 0·98 | — | — | — |
| ABO - - - - - | - - - | - - - | - - - | 102 | 11 8·40 | 1·38 |
| HELSINGFORS - - - | - - - | - - - | - - - | 122½ | 12 7·20 | 1·23 |

DANISH RAILWAYS.

RATES of Carriage Charged on LIVE STOCK and AGRICULTURAL PRODUCE on Danish Railways.

| DESCRIPTION. | From | To | Distance. | Rate. | Quantities. | Rate per Mile. |
|---------------------------|------------------------|------------|-----------------------|--------------------|---------------------------------|---------------------|
| | | | <i>English Miles.</i> | <i>s. d. Each.</i> | | <i>d. Per Head.</i> |
| Cattle - - - | Korsoer - | Copenhagen | 70 | 4 10 | For at least 4 heads of cattle. | 0·829 |
| | (Per Sealand Railway.) | | | | | |
| Sheep - - - | - ditto - | - ditto - | 70 | - 5 | For at least 10 sheep | 0·071 |
| | | | | <i>Per Ton.</i> | | <i>Per Ton.</i> |
| Butter - - - | - ditto - | - ditto - | 70 | 8 - | In truckloads of 5 tons. | 1·371 |
| Grain - - - | - ditto - | - ditto - | 70 | 6 - | ditto - - - | 1·029 |
| Wool (in pressed bales) | - ditto - | - ditto - | 70 | 11 9 | - - - | 2·014 |
| Wool (in loose packages). | - ditto - | - ditto - | 70 | 21 8 | - - - | 3·648 |

Note.—The Sealand Railway was, up to the end of last year, owned by a joint stock company, but has since been bought by the Danish Government paying 125 per cent. for the shares, viz.: for every Kronor 400 in shares, the Government paid a bond for Kronor 500, at 4 per cent. per annum interest.

SWEDISH RAILWAYS.

RATES of Carriage Charged on TIMBER and AGRICULTURAL PRODUCE for Export on Swedish Railways.

| DESCRIPTION. | From | To | Distance. | Rate per Ton. | Rate per Ton per Mile. |
|-----------------------------|--|--------------|-----------------------|---------------|------------------------|
| | | | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Deals and battens - - | Falköping - (Agricultural and wood centre of Sweden.) | Gothenburg - | 220 | 8 4·000 | 0·454 |
| Grain (all kinds in bags) - | | | | 15 9·333 | 0·860 |
| Grain (all kinds loose) - | | | | 24 6·666 | 1·339 |
| Hides (in 5-ton lots) - | | | | 19 5·333 | 1·060 |
| Butter (in 5-ton lots) - | | | | 24 6·666 | 1·339 |

RATES of Carriage Charged on LIVE STOCK.

| DESCRIPTION. | From | To | Distance. | Rate per Head or Lot. | In Lots of | Rate per Head per Mile. |
|--------------------------|--|--------------|-----------------------|-----------------------|------------|-------------------------|
| | | | <i>English Miles.</i> | <i>s. d.</i> | | <i>d.</i> |
| Cattle (Oxen and Cows) - | Falköping - (Agricultural and wood centre of Sweden.) | Gothenburg - | 220 | 42 2·666 | 1 head | 2·303 |
| | | | | 52 5·333 | 2 " | 1·430 |
| | | | | 61 6·666 | 3 " | 1·119 |
| | | | | 70 0·000 | 4 " | 0·955 |
| | | | | 78 5·333 | 5 " | 0·856 |
| | | | | 86 10·666 | 6 " | 0·790 |
| | | | | 94 2·666 | 7 " | 0·734 |
| | | | | 101 6·666 | 8 " | 0·693 |

DUTCH RAILWAYS.

RATES of Carriage Charged on the following AGRICULTURAL PRODUCE by Dutch Railways.

| DESCRIPTION. | From | To | Distance. | Rate per Ton. | Quantities. | Rate per Ton per Mile. |
|--|---------|-----------|-----------------------|---------------|-------------------------------|------------------------|
| | | | <i>English Miles.</i> | <i>s. d.</i> | | <i>d.</i> |
| Butter, cheese, and wet and dry hides. | Utrecht | Amsterdam | 22½ | 4 | Less than 5 tons - | 2.222 |
| | | | | 3 - | 5 to 10 tons - | 1.600 |
| | | | | 2 4 | Over 10 tons - | 1.244 |
| Grain, wheat, oats, rye, &c., and fruit. | - ditto | - ditto | 22½ | 4 2 | Small quantities - | 2.222 |
| | | | | 3 - | Over 5 tons in closed trucks. | 1.600 |
| | | | | 2 4 | Over 5 tons in open trucks. | 1.244 |

RATES of Carriage Charged on LIVE STOCK by Dutch Railways.

| DESCRIPTION. | From | To | Distance. | Rate per Truck. | Truck capable of holding | Rate per Head per Mile. | |
|------------------------------------|---------|-----------|-----------------------|-----------------|--------------------------|-------------------------------|-------------------|
| | | | <i>English Miles.</i> | <i>s. d.</i> | | <i>Cattle. d.</i> | <i>Horses. d.</i> |
| Cattle (oxen and cows) and horses. | Utrecht | Amsterdam | 22½ | 12 - | 10 beasts or 7 horses - | •640 | •914 |
| | | | | 13 - | 11 „ 7 „ - | •630 | •990 |
| | | | | 13 6 | 12 „ 9 „ - | •600 | •800 |
| | | | | 14 2 | 13 „ 9 „ - | •581 | •840 |
| | | | | 15 - | 14 „ 10 „ - | •571 | •800 |
| Sheep and Pigs - | - ditto | - ditto | 22½ | 10 - | 25 sheep or pigs - | <i>Sheep or Pigs.</i> •213 | |
| | | | | 11 6 | 30 „ „ - | •204 | |
| | | | | 12 - | 35 „ „ - | •183 | |
| | | | | 12 8 | 40 „ „ - | •169 | |

RATES Charged for Small Lots for the above Distance.

| Cattle. | | Sheep and Pigs. | | Calves. | |
|---------------------|-----------------|-----------------|------------------------|-------------|------------------------|
| | <i>£. s. d.</i> | | <i>s. d. Per Head.</i> | | <i>s. d. Per Head.</i> |
| 1 beast - - - | - 8 4 | 1 to 9 - - | 1 8 | 1 to 4 - - | 2 6 |
| 2 to 3 beasts - - - | - 13 4 | 10 „ 19 - - | 1 4 | 5 „ 9 - - | 2 1 |
| 4 „ 5 „ - - - | - 18 4 | 20 „ 25 - - | 1 - | 10 „ 15 - - | 1 8 |
| 6 „ 8 „ - - - | 1 8 4 | | | | |

BELGIAN RAILWAYS.

RATES of Carriage Charged on BUTTER, APPLES, PEARS, and PLUMS, for Export and Home Consumption, by Belgian Railways.

| To | From BRUGES. | | | | | From DIXMUNDE. | | | | |
|-------------|-----------------------|---------------|------------------------|-------------------|------------------------|-----------------------|---------------|------------------------|-------------------|------------------------|
| | Export. | | | Home Consumption. | | Export. | | | Home Consumption. | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>d.</i> |
| ANTWERP - - | 70½ | 8 0·480 | 1·374 | 10 0·480 | 1·715 | 84½ | 9 0·480 | 1·284 | 11 6·240 | 1·636 |

| To | From GUELT. | | | | | From BRUSSELS. | | | | |
|-------------|-----------------------|---------------|------------------------|-------------------|------------------------|-----------------------|---------------|------------------------|-------------------|------------------------|
| | Export. | | | Home Consumption. | | Export. | | | Home Consumption. | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>d.</i> |
| ANTWERP - - | 45½ | 6 0·960 | 1·604 | 7 5·280 | 1·062 | 29½ | 4 3·360 | 1·727 | 5 5·280 | 2·194 |

RATES of Carriage Charged on IRON NAILS, for Export.

| To | From LIEGE. | | | From GOSSELIES. | | |
|---------------|-----------------------|---------------|------------------------|-----------------------|---------------|------------------------|
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| ANTWERP - - - | 74½ | 5 3·840 | 0·856 | 62½ | 5 0·000 | 0·964 |

FINNISH RAILWAYS.

RATES of Carriage Charged on the following Materials for Export by the Finnish Railways.

| DESCRIPTION OF MATERIALS. | From TOIJALA (Sawmill District) | | | | | |
|------------------------------|---------------------------------|---------------|------------------------|-----------------------|---------------|------------------------|
| | To ABO. | | | To HELSINGFORS. | | |
| | Distance. | Rate per Ton. | Rate per Ton per Mile. | Distance. | Rate per Ton. | Rate per Ton per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Deals and battens - - - | 85½ | 4 0·6 | 0·57 | 96 | 4 6·6 | 0·56 |
| Wood pulp (for paper making) | 85½ | 5 5·4 | 0·77 | 96 | 6 1·2 | 0·76 |

SAMPLE of the Rates of Carriage Charged on Oxen by the Finnish Railways.

| DESCRIPTION. | From TOIJALA | | | | | |
|--------------------|-----------------------|--------------|----------------|-----------------------|--------------|----------------|
| | To ABO. | | | To HELSINGFORS. | | |
| | Distance. | Each. | Rate per Mile. | Distance. | Each. | Rate per Mile. |
| | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> | <i>English Miles.</i> | <i>s. d.</i> | <i>d.</i> |
| Large oxen - - - - | 85½ | 7 3·2 | 1·02 | 96 | 8 1·9 | 1·02 |

Appendix, No. 37.

PAPERS handed in by Mr. Grotian.

RATES Charged for the Carriage of TIMBER and DEALS.

| Name of Town to which Traffic is sent. | From Hull. (N.E.R.) | | West Hartlepool. (N.E. Docks.) | | Newcastle (Tyne Dock). (N.E.R.) | |
|---|------------------------|------------------|-----------------------------------|------------------------|------------------------------------|-------------------------|
| | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> |
| Leeds - - - - - | 51 | 7 11 | 72 | 7 11 | 93 | 7 11 |
| Wakefield - - - - - | 51 | 7 11 | 83 | 8 4 | 103 | 8 4 |
| Bradford - - - - - | 61 | 9 2 | 81 | 9 2 | 101 | 9 2 |
| Huddersfield - - - - - | 65 | 9 2 | 89 | 9 2 | 110 | 9 2 |
| Halifax - - - - - | 68 | 10 - | 87 | 10 - | 109 | 10 - |
| Normanton - - - - - | 47 | 7 6 | 83 | 8 4 | 103 | 8 4 |
| Sheffield - - - - - | 58 | 9 2 | 111 | 10 - | 131 | 10 5 |
| Burton-on-Trent - - - - - | 104 | 10 - | 150 | 10 10 | 177 | 10 10 |
| Manchester - - - - - | 91 | 15 - | 114 { | 15 - 13 4 4 tons | 136 { | 15 - 13 4 4 tons. |
| Liverpool - - - - - | 123 | 13 4 | 146 | 13 4 | 159 | 13 4 |
| Doncaster - - - - - | 40 | 6 8 | 91 | 8 4 | 111 | 8 4 |
| Barnsley - - - - - | 61 | 9 2 | 96 | 9 2 | 116 | 10 - |
| Mexborough - - - - - | 47 | 8 4 | 93 | 9 8 | 118 | 9 8 |
| Swinton - - - - - | 48 | 8 4 | 101 | 9 8 | 122 | 9 8 |
| Wath - - - - - | 49 | 8 4 | 100 | 9 8 | 122 | 10 - |
| Conisborough - - - - - | 45 | 8 4 | 96 | 9 2 | 116 | 10 - |
| Rotherham - - - - - | 55 | 9 2 | 107 | 10 - | 127 | 10 5 |
| Masborough - - - - - | 53 | 9 2 | 106 | 10 - | 126 | 10 5 |
| Derby - - - - - | 92 | 10 - | 145 | 10 10 | 166 | 10 10 |
| Nottingham - - - - - | 98 | 8 - | 151 | 9 2 | 164 | 10 - |
| Birmingham - - - - - | 135 | 14 2 | 187 | 14 2 | 207 | 15 - |
| Middlesborough - - - - - | 93 | 8 4 | 17½ { | 4 - 3 - 4 tons | 41 { | 5 - |
| Stockton (North) - - - - - | 90 | 8 4 | 12 { | 3 4 2 9 | 42 { | 5 - |
| Stockton (South) - - - - - | - | 8 4 | 14½ { | 3 8 3 - 4 tons | 35 { | 5 - |
| Darlington - - - - - | 87 | 10 - | 24 | 5 - | 35 | 5 - |
| Durham - - - - - | 110 | 12 6 | 25½ | 5 - | 16 | 4 - |
| York - - - - - | 43 { | 6 3 5 10 | 59½ | 7 6 | 79½ | 8 4 |
| Lincoln - - - - - | 52 | 6 8 | 128 | 10 - | 148 | 10 10 |
| Dodworth - - - - - | 59 | 10 - | 98 | 10 10 | 120 | 10 10 |
| Hetton - - - - - | 111 | 11 8 | 18 | 4 4 | 19 | 4 8 |
| Brancepeth - - - - - | 106 | 14 7 | 30 | 5 10 | 21 | 5 - |
| Haswell - - - - - | 114 | 15 - | 14 | 3 8 | 23 | 5 4 |

RAILWAY RATES ON TIMBER AND DEALS, in Lots of Two Tons and upwards, Machine Weight.

| To | From Hull. (N. E. Railway.) | | From West Hartlepool. (N. E. Railway.) | | From Newcastle-on-Tyne. (N. E. Railway.) | | From Gloucester. (Mid. Railway.) | | From Swansea. (G. W. Railway.) | | From Cardiff. (G. W. Railway.) | | From Newport. (G. W. Railway.) | | From Lynn. (Mid. and G. E. Railways.) | |
|--|--------------------------------|------------------|--|------------------|--|------------------|-------------------------------------|------------------|-----------------------------------|------------------|-----------------------------------|------------------|-----------------------------------|------------------|---|------------------|
| | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> |
| Birmingham | - | - | 136 | 14 2 | 207 | 15 - | 61 | 5 10 | 144 | 10 6 | 117 | 9 8 | 105 | 9 8 | 128 | 12 6 |
| Sheffield | - | - | 58 | 9 2 | 111 | 10 - | 145 | 12 6 | 214 | 21 8 | 201 | 20 10 | 189 | 20 - | 137 | 10 - |
| Barnsley | - | - | 61 | 9 2 | 96 | 10 - | 163 | 14 2 | 249 | 24 2 | 219 | 20 - | - | - | 164 | 13 4 |
| Manchester | - | - | 91 | 15 - | 114 | 15 - | 112 | 14 2 | 213 | 21 8 | 108 | 17 6 | 156 | 17 6 | 161 | 15 10 |
| Derby | - | - | 92 | 10 - | 145 | 11 2 | 95 | 9 2 | 196 | 19 2 | 151 | 13 4 | 139 | 12 6 | 110 | 10 - |
| Leicester | - | - | 116 | 10 - | 169 | 11 2 | 90 | 10 - | 192 | 20 - | 146 | 15 - | 134 | 15 - | 89 | 9 2 |
| Burton | - | - | 104 | 10 - | 150 | 10 10 | 82 | 8 4 | 184 | 19 2 | 138 | 12 6 | 126 | 11 8 | 118 | 10 - |
| Loughborough | - | - | 104 | 10 - | 156 | 11 2 | 103 | 10 10 | 205 | 21 8 | 159 | 19 2 | 147 | 18 4 | 92 | 9 2 |
| Wolverhampton | - | - | 137 | 14 2 | 179 | 14 2 | 60 | 7 6 | 143 | 10 6 | 116 | 8 10 | 104 | 8 10 | 140 | 12 6 |
| Nuneaton | - | - | 135 | 12 6 | 188 | 12 6 | 91 | 10 10 | 173 | 16 - | 147 | 13 4 | 135 | 12 6 | 119 | 10 10 |
| Nottingham (79 miles, <i>via</i> Goole) | - | - | 98 | 8 - | 151 | 9 2 | 108 | 10 10 | 189 | 16 8 | 164 | 15 - | 152 | 15 - | 93 | 10 - |
| Newark | - | - | 76 | 7 6 | 127 | 8 8 | 125 | 12 6 | 227 | 22 6 | 181 | 20 10 | - | - | 109 | 7 6 |
| Clay Cross | - | - | 73 | 10 - | 119 | 10 10 | 113 | 10 10 | - | - | 109 | 19 2 | - | - | 117 | 8 9 |
| Chesterfield | - | - | 69 | 9 2 | 115 | 10 - | 117 | 10 10 | 219 | 21 8 | 173 | 15 - | 161 | 19 2 | 126 | 8 9 |
| Number of Miles and Rate per Ton per Mile | | <i>d.</i> | 2,001 | <i>d.</i> | 2,305 | <i>d.</i> | 1,465 | <i>d.</i> | 2,548 | <i>d.</i> | 2,249 | <i>d.</i> | 1,548 | <i>d.</i> | 1,693 | <i>d.</i> |
| | | 1,349 | 947 | 867 | 1,215 | 1,150 | 1,174 | 1,241 | 1,051 | | | | | | | |

COTTON WOOL (really Raw Cotton).—1st Class (any Quantity).

| Name of Town to which Traffic is sent. | From Hull. (N. E. R.) | | West Hartlepool. (N. E. Docks.) | | Newcastle (Tyne Dock). (N. E. R.) | |
|---|--------------------------|---|------------------------------------|---------------|--------------------------------------|---------------|
| | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> |
| Wakefield - - - - - | 51 | 11 8 | 83 | 12 6 | 103 | 26 8 |
| Leeds - - - - - | 51 | 11 8 | 72 | 11 8 | 93 | 12 6 |
| Bradford - - - - - | 61 | 14 2 | 81 | 14 2 | 101 | 14 2 |
| Halifax - - - - - | 68 | 16 8 | 87 | 16 8 | 109 | 16 8 |
| Huddersfield - - - - - | 65 | 14 2 | 80 | 14 2 | 110 | 14 2 |
| Manchester - - - - - | 91 | 15 - | 114 | 15 - | 136 | 15 - |
| Liverpool (pressed, packed) - | 123 | 15 - | 146 | 15 - | 156 | 15 - |
| Liverpool (not pressed, packed) | - | 20 - | - | 20 - | - | 20 - |
| Preston - - - - - | 110 | 25 10 | 126 | 25 10 | 128 | 25 10 |
| Nottingham - - - - - | 98 | 16 8 | 151 | 16 8 | 179 | *30 - |
| Sheffield - - - - - | 58 | 15 - | 111 | 15 - | 131 | 15 - |
| Dewsbury - - - - - | 58 | 12 6 | 81 | 12 6 | 102 | 14 2 |
| Heckmondwike - - - - - | 60 | 12 6 | 88 | 12 6 | 109 | *25 - |
| Brighouse - - - - - | 64 | 16 8 | 93 | 16 8 | 114 | *25 - |
| Cleckheaton - - - - - | 63 | 13 4 | 85 | 13 4 | 106 | *25 - |
| Rose Grove - - - - - | 89 | 20 - | 111 | 21 8 | 132 | *30 - |
| Ormskirk - - - - - | 122 | 26 8 | 143 | 26 8 | 148 | *80 - |
| Walsden - - - - - | 81 | 20 - | 102 | 20 - | 123 | *28 4 |
| Droylsden - - - - - | 86 | 21 8 | 110 | 21 8 | 162 | *28 4 |
| Smithy Bridge - - - - - | 86 | 20 10 | 107 | *26 8 | 147 | *28 4 |
| Elland - - - - - | 67 | 16 8 | 91 | 16 8 | 112 | *27 6 |
| Sowerby Bridge - - - - - | 70 | 16 8 | 92 | 16 8 | 113 | *27 6 |
| Pontefract - - - - - | 42 | 10 - | 81 | 10 10 | 101 | *23 4 |
| Hipperholme - - - - - | 66 | 16 8 | 86 | 16 8 | 107 | *26 8 |
| Low Moor - - - - - | 63 | 14 2 | 83 | 14 2 | 104 | *25 - |
| Horbury - - - - - | 55 | 12 6 | 90 | 12 6 | 110 | *25 - |
| Methley Junction - - - - - | 46 | 11 8 | 81 | 12 6 | 105 | *21 8 |
| Barnsley - - - - - | 61 | 13 4 | 96 | 13 4 | 116 | *25 - |
| Mirfield - - - - - | 60 | 13 4 | 84 | 13 4 | 105 | *27 6 |
| Batley - - - - - | 60 | 12 6 | 80 | 12 6 | 101 | 14 2 |
| Shipley - - - - - | 62 | 14 2 | 82 | 14 2 | 108 | *23 4 |
| Bolton - - - - - | 101 | 23 4 | 123 | 23 4 | 144 | 23 4 |
| Rochdale - - - - - | 88 | { 21 s. 8 d., Smalls 20 s. - d., 1st Class } | 110 | 21 8 | 137 | 21 8 |
| Birmingham - - - - - | 135 | | 161 | 22 6 | 207 | 22 6 |

* Town Rate only.

WHEAT, MAIZE, BEANS, LINSEED, and RAPESEED.

CLASS S. (Reckoning Five Quarters to Ton.) First Line, Two Ton Loads; Second Line, Four Ton Loads, where quoted.

| Name of Town to which Traffic is Sent. | From Hull. (N. E. R.) | | West Hartlepool. (N. E. Docks.) | | Newcastle (Tyne Dock). (N. E. R.) | |
|---|--------------------------|------------------|------------------------------------|---------------------|--------------------------------------|----------------------|
| | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> | <i>Miles.</i> | <i>s. d.</i> |
| Leeds - - - - - | 51 | 6 8 | 72 | 6 8 | 93 | 7 1 |
| Wakefield - - - - - | 51 { | 8 4 6 8 | 83 { | 9 2 7 6 | 103 { | 9 2 7 11 |
| Bradford - - - - - | 61 { | 10 - 8 9 | 81 { | 8 9 4 tons | 101 | 9 2 |
| Huddersfield - - - - - | 65 { | 10 - 8 9 | 89 | 10 - | 110 { | 9 2 7 11 |
| Halifax - - - - - | 68 { | 10 10 8 9 | 87 { | 10 10 8 9 | 109 | 8 9 |
| Normanton - - - - - | 47 { | 7 6 5 10 | 83 | 7 6 | 103 | 7 11 |
| Sheffield - - - - - | 58 | 8 4 | 111 | 9 2 | 131 { | 10 5 10 - |
| Manchester - - - - - | 91 { | 15 - 13 4 | 114 { | 12 6 4 tons | 136 { | 15 - 13 4 |
| Burton-on-Trent - - - - - | 104 | 12 6 | 150 { | 12 6 4 tons only | 177 { | 12 6 4 tons only. |
| Nottingham - - - - - | 98 | 9 2 | 151 { | 11 8 10 - | 164 | 11 8 |
| Birmingham - - - - - | 135 | 15 - | 161 | 15 - | 207 | 15 - |
| Leicester - - - - - | 116 | 12 6 | 162 | 13 4 | 190 | 13 4 |
| Dewsbury - - - - - | 58 { | 9 2 8 4 | 81 { | 9 2 8 9 | 102 { | 10 - 8 9 |
| Bolton - - - - - | 101 { | 15 10 14 2 | 123 { | 15 10 14 2 | 144 { | 15 10 14 2 |
| Blackburn - - - - - | 99 | 13 4 | 120 { | 5 - 4 | 141 { | 15 10 13 4 |
| Accrington - - - - - | 93 { | 13 4 2 tons | 115 { | 15 - 13 4 | 137 { | 15 - 13 4 |
| Oldham - - - - - | 82 { | 15 - 13 4 | 105 { | 15 - 13 4 | 127 { | 15 - 13 4 |
| Bury - - - - - | 95 { | 13 4 2 tons | 117 { | 15 - 13 4 | 139 { | 15 - 13 4 |
| Rochdale - - - - - | 88 { | 12 6 2 tons | 110 { | 14 2 12 6 | 132 { | 14 2 12 6 |
| Wigan - - - - - | 109 { | 16 8 15 - | 132 { | 16 8 15 - | 146 { | 16 8 15 - |
| Preston - - - - - | 110 { | 16 8 15 - | 126 { | 16 8 15 - | 128 { | 16 8 15 - |
| York - - - - - | 44 { | 6 3 5 10 | 50½ | 7 1 | 79½ | 7 6 |
| Peterborough - - - - - | 121 { | 15 - 11 8 | 171 { | 15 - 12 10 | 191 { | 15 - 12 10 |
| Derby - - - - - | 92 | 10 10 | 139 { | 12 6 12 - | 166 | 12 6 |
| Doncaster - - - - - | 40 | 6 8 | 91 { | 9 2 8 4 | 111 | 8 4 |
| Barnsley - - - - - | 61 { | 9 2 8 4 | 96 | 9 2 | 116 | 10 - |

Wheat, Maize, Beans, Linseed, and Rapeseed—continued.

| Name of Town to which Traffic is sent. | From Hull. (N. E. R.) | | West Hartlepool. (N. E. Docks.) | | Newcastle (Tyne Dock). (N. E. R.) | |
|---|--------------------------|------------------|------------------------------------|--------------------|--------------------------------------|---------------------|
| | Distance. | Rate per Ton. | Distance. | Rate per Ton. | Distance. | Rate per Ton. |
| | Miles. | s. d. | Miles. | s. d. | Miles. | s. d. |
| Batley - - - - - | 60 { | 9 2 8 4 | 80 { | 9 2 8 9 | 101 { | 8 9 4 tons only. |
| Mirfield - - - - - | 60 { | 10 - 8 9 | 84 { | 10 - 8 9 | 111 { | 8 9 4 tons only. |
| Cleckheaton - - - - - | 63 { | 10 - 8 9 | 85 { | 10 - 8 9 | 106 { | 8 9 4 tons only. |
| Heckmondwike - - - - - | 60 { | 9 2 8 4 | 88 { | 9 2 8 9 | 109 { | 8 9 4 tons only. |
| Gainsborough - - - - - | 61 | 5 10 | 112 { | 8 4 4 tons only | 132 | *15 10 |
| Lincoln - - - - - | 52 | 6 8 | 128 { | 9 2 4 tons only | 148 | 9 2 |
| Newark - - - - - | 76 | 8 - | 127 { | 10 - 8 10 | 147 { | 10 - 9 2 |
| Retford - - - - - | 57 { | 8 4 6 8 | 108 { | 10 - 9 2 | 129 | 9 2 |
| Middlesborough - - - - - | 93 { | 10 - 8 4 | 173 { | 4 - 2 9 | 41 | *5 10 |
| Stockton (North) - - - - - | 90 { | 10 - 8 4 | 12 { | 3 4 2 6 | 36 { | *5 10 4 9 |
| Stockton (South) - - - - - | - { | 10 - 8 4 | 141 { | 3 8 2 9 | - { | *5 10 4 9 |
| Darlington - - - - - | 87 { | 11 8 8 4 | 24 { | 5 4 4 2 | 35 { | *6 8 5 - |
| Durham - - - - - | 110 { | 12 6 10 - | 251 { | 5 8 4 2 | 16 { | *4 - 3 4 |
| Sunderland (Monkwearmouth Station) | 124 { | 11 8 8 4 | 391 { | 5 10 4 2 | - | *2 8 |

* Town rate only.

FLOUR (same as Wheat, except to)

| | | | | | | | |
|----------------------|--------|----|------|-----|------|-----|------|
| Manchester - - - - - | 2 tons | 91 | 15 - | 114 | 15 - | 136 | 15 - |
| | 2 tons | - | 12 6 | - | 12 6 | - | 12 6 |

BARLEY (same as Wheat, except to)

| | | | | | | |
|--|-----|------|-----|------|-----|------|
| Burton on-Trent (any quantity, reckoning 6 qrs. to the ton). | 104 | 11 - | 150 | 11 - | 171 | 12 6 |
| Birmingham - - - - - | 135 | 15 - | 181 | 15 - | 207 | 15 - |

BEANS and MAIZE (same as Wheat to all Places).

Appendix, No. 38.

PAPER handed in by Mr. *Nicholson*.

MEMORIAL of the Committee of the Liverpool Guardian Society for the
Protection of Trade.

To the Select Committee of the House of Commons appointed to inquire into the Charges
of Railway Companies, Canal Companies, &c., for the Carriage of Merchandise,
Minerals, Agricultural Produce, Parcels, Passengers, &c.

The MEMORIAL of the Committee of the Liverpool Guardian Society for the
Protection of Trade,

Showeth,

THAT this Association consists of 2,500 members, carrying on business in Liverpool and Birkenhead, and other parts of the kingdom, all of whom are Bankers, Manufacturers, Merchants, or Traders, and largely interested in the promotion of commerce; and its subscriptions and other receipts amount to 3,000 l. annually, and its accumulated fund is over 3,000 l.

Your Memorialists are strongly of opinion that it is very desirable that Societies of this kind existing for the purpose of promoting trade interests should be allowed a *locus standi* before the Railway Commissioners, to make general representations, with a view to promote an equitable adjustment of carrying facilities and rates, and the remedying of any existing grievance with which the Railway Commissioners may be empowered to deal. Such representations, even when urgently needed, often fail now to be made to the Commissioners, owing to the reluctance of private individuals or firms to assume the onerous duty of making them effectively themselves.

They therefore venture to express the hope that in any recommendation you may make to Parliament, one of such recommendations will be to the effect named.

Signed, on behalf of the Committee of the said Society,

John Riley, President.
Alfred Hardwick, Secretary.

Liverpool, June 1881.

Appendix, No. 39.

PAPER handed in by Mr. Massey.

ERIE RAILWAY COMPANY.

FREIGHT TARIFF from NEW YORK to the WESTERN, NORTH WESTERN, and SOUTH WESTERN STATES, and the CANADAS.—Spring Arrangements, 1880.

BY RAIL ALL THE WAY.

RATES of Freight in Cents, per 100 Lbs., from NEW YORK to the following named Places, subject to Changes made by Western Connections.

| | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. |
|-------------------|---------------|---------------|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|
| IN NEW YORK: | | | | | In Pennsylvania—contd. | | | | |
| Attica - - - - | - | - | - | - | Fairview - - - | 51 | 43 | 37 | 28 |
| Avon - - - - | - | - | - | - | Franklin - - - | 58 | 43 | 41 | 33 |
| Alexander - - - | - | - | - | - | Greenville - - | 54 | 42 | 36 | 28 |
| Alden - - - - | - | - | - | - | Girard - - - - | 51 | 43 | 37 | 28 |
| Batavia - - - - | 43 | 35 | 30 | 23 | Jamestown - - | 54 | 42 | 36 | 28 |
| Black Rock - - | 43 | 35 | 30 | 23 | Linesville - - | 63 | 50 | 42 | 33 |
| Brocton - - - - | 53 | 43 | 35 | 26 | Meadville - - - | 56 | 46 | 39 | 30 |
| Buffalo - - - - | 43 | 35 | 30 | 23 | Middlesex - - - | 50 | 46 | 38 | 31 |
| Caledonia - - - | 40 | 30 | 25 | 20 | New Castle - - | 49 | 39 | 33 | 26 |
| Clymer - - - - | 58 | 47 | 40 | 31 | Oil City - - - | 58 | 48 | 41 | 33 |
| Dansville - - - | - | - | - | - | Oleopolis - - - | 68 | 57 | 49 | 38 |
| Darien - - - - | - | - | - | - | Petroleum Cen - | 65 | 55 | 47 | 38 |
| Dunkirk - - - - | 43 | 35 | 30 | 23 | Sharon - - - - | 49 | 39 | 33 | 26 |
| Elmira - - - - | 40 | 30 | 25 | 20 | Sharpsville - - | 54 | 42 | 36 | 28 |
| Geneseo - - - - | - | - | - | - | Springfield - - | 52 | 44 | 37 | 28 |
| Henrietta - - - | - | - | - | - | Titusville - - - | 58 | 48 | 41 | 33 |
| Jamestown - - - | 43 | 35 | 30 | 23 | Tideoute - - - | 56 | 46 | 40 | 32 |
| Ithaca - - - - | 55 | 43 | 30 | 25 | Union - - - - | 43 | 35 | 30 | 23 |
| Lancaster - - - | - | - | - | - | Warren - - - - | 43 | 35 | 30 | 23 |
| Le Roy - - - - | 40 | 30 | 25 | 20 | | | | | |
| Lockport - - - - | 43 | 35 | 30 | 23 | IN OHIO: | | | | |
| Mayville - - - - | 58 | 47 | 40 | 31 | Akron - - - - | 49 | 39 | 33 | 26 |
| Niagara Falls - | 43 | 35 | 30 | 23 | Alliance - - - | 55 | 44 | 37 | 29 |
| Panama - - - - | 58 | 47 | 40 | 31 | Ashland - - - - | 55 | 44 | 37 | 29 |
| Rochester - - - | 40 | 30 | 25 | 20 | Ashtabula - - - | 49 | 39 | 33 | 26 |
| Salamanca - - - | 43 | 35 | 30 | 23 | Bellefontaine - | 60 | 48 | 40 | 32 |
| Sherman - - - - | 58 | 47 | 40 | 31 | Bellevue - - - | 58 | 46 | 39 | 31 |
| Silver Creek - - | 43 | 35 | 30 | 23 | Cleveland - - - | 49 | 39 | 33 | 26 |
| Sinclairville - - | 50 | 39 | 32 | 28 | Canal Dover - - | 57 | 45 | 39 | 30 |
| Suspension Bridge | 43 | 35 | 30 | 23 | Canal Fulton - | 55 | 44 | 37 | 29 |
| Stafford - - - - | - | - | - | - | Cuyahoga Falls | 49 | 39 | 33 | 26 |
| Scottsville - - - | 40 | 30 | 25 | 20 | Crestline - - - | 55 | 44 | 37 | 29 |
| Tonawanda - - - | 43 | 35 | 30 | 23 | Columbus - - - | 60 | 48 | 40 | 32 |
| Town Line - - - | - | - | - | - | Conneaut - - - | 62 | 44 | 37 | 28 |
| West Rush - - - | - | - | - | - | Cincinnati - - | 70 | 55 | 46 | 37 |
| Westfield - - - | 55 | 44 | 38 | 31 | Clyde - - - - | 58 | 46 | 39 | 31 |
| | | | | | Carrollton - - - | 70 | 55 | 46 | 37 |
| IN PENNSYLVANIA: | | | | | Chester - - - - | 70 | 55 | 46 | 37 |
| Albion - - - - | 58 | 48 | 40 | 31 | Carthage - - - | 70 | 55 | 46 | 37 |
| Clarksville - - - | 54 | 42 | 36 | 28 | Defiance - - - | 58 | 46 | 39 | 31 |
| Conneautville - - | 62 | 49 | 41 | 32 | Delaware - - - | 60 | 48 | 40 | 32 |
| Corry - - - - | 43 | 35 | 30 | 23 | Dayton - - - - | 66 | 52 | 44 | 35 |
| Columbus - - - - | 50 | 40 | 35 | 27 | Euclid - - - - | 55 | 46 | 39 | 30 |
| Erie - - - - | 43 | 35 | 30 | 23 | Forest - - - - | 60 | 48 | 40 | 32 |
| Espyville - - - | 55 | 44 | 37 | 30 | Findlay - - - - | 60 | 48 | 40 | 32 |

| | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. |
|---------------------------|---------------|---------------|---------------|---------------|------------------------------|---------------|---------------|---------------|---------------|
| <i>In Ohio—continued.</i> | | | | | <i>In Indiana—continued.</i> | | | | |
| Postoria - - - | 58 | 46 | 39 | 31 | Kendalville - - - | 65 | 52 | 43 | 35 |
| Fremont - - - | 58 | 46 | 39 | 31 | Kokomo - - - | 71 | 56 | 47 | 38 |
| Franklin - - - | 70 | 55 | 46 | 37 | La Fayette - - - | 74 | 59 | 49 | 39 |
| Galion - - - | 55 | 44 | 37 | 29 | La Porte - - - | 75 | 60 | 50 | 40 |
| Geneva - - - | 55 | 46 | 39 | 30 | Ligonier - - - | 67 | 54 | 45 | 36 |
| Jamestown - - - | 66 | 52 | 44 | 35 | Logansport - - - | 71 | 56 | 47 | 38 |
| Kent - - - | 49 | 39 | 33 | 26 | Madison - - - | 79 | 64 | 53 | 42 |
| Kenton - - - | 74 | 59 | 49 | 40 | Milford - - - | 75 | 60 | 50 | 40 |
| Kingsville - - - | 52 | 44 | 37 | 28 | Mishawaka - - - | 70 | 56 | 47 | 37 |
| Lockland - - - | 70 | 55 | 46 | 37 | Mitchell - - - | 79 | 64 | 53 | 42 |
| Lima - - - | 65 | 52 | 43 | 35 | Muncie - - - | 70 | 55 | 46 | 37 |
| London - - - | 66 | 52 | 44 | 35 | New Albany - - - | 83 | 68 | 57 | 46 |
| Marysville - - - | 60 | 48 | 40 | 32 | New Castle - - - | 71 | 56 | 47 | 38 |
| Mechanicsburg - - - | 60 | 48 | 40 | 32 | North Vernon - - - | 75 | 60 | 50 | 40 |
| Mentor - - - | 55 | 46 | 39 | 30 | Peru - - - | 71 | 56 | 47 | 38 |
| Madison - - - | 55 | 46 | 39 | 30 | Rushville - - - | 78 | 62 | 52 | 43 |
| Marion - - - | 57 | 45 | 39 | 30 | Shelbyville - - - | 76 | 62 | 52 | 43 |
| Massillon - - - | 55 | 44 | 37 | 29 | South Bend - - - | 70 | 56 | 47 | 37 |
| Medina - - - | 55 | 44 | 37 | 29 | Seymour - - - | 75 | 60 | 50 | 40 |
| Mansfield - - - | 55 | 44 | 37 | 29 | State Line - - - | 75 | 60 | 50 | 40 |
| Milford - - - | 60 | 48 | 40 | 32 | Terre Haute - - - | 91 | 72 | 59 | 46 |
| Middletown - - - | 70 | 55 | 46 | 37 | Richmond - - - | 78 | 65 | 46 | 37 |
| Miamisburg - - - | 70 | 55 | 46 | 37 | Union City - - - | 66 | 52 | 41 | 35 |
| Monroeville - - - | 54 | 43 | 36 | 29 | Vincennes - - - | 81 | 65 | 51 | 43 |
| Mt. Vernon - - - | 60 | 48 | 40 | 32 | Waterloo - - - | 64 | 51 | 43 | 34 |
| Newark - - - | 60 | 48 | 40 | 32 | Winchester - - - | 70 | 55 | 46 | 37 |
| New Philadelphia - - - | 57 | 45 | 39 | 30 | Wabash - - - | 71 | 56 | 47 | 38 |
| Norwalk - - - | 53 | 46 | 39 | 31 | | | | | |
| Painesville - - - | 49 | 39 | 33 | 26 | <i>IN ILLINOIS:</i> | | | | |
| Perry - - - | 55 | 46 | 39 | 30 | Altamont - - - | 110 | 90 | 75 | 58 |
| Piqua - - - | 70 | 55 | 46 | 37 | Alton - - - | 91 | 73 | 61 | 49 |
| Ravenna - - - | 49 | 39 | 33 | 26 | Ashland - - - | 110 | 90 | 75 | 58 |
| Russell - - - | 55 | 44 | 37 | 29 | Atlanta - - - | 110 | 90 | 75 | 58 |
| Saybrook - - - | 54 | 46 | 39 | 30 | Arcola - - - | 105 | 85 | 70 | 55 |
| Shelby - - - | 55 | 44 | 37 | 29 | Beardstown - - - | 110 | 90 | 75 | 58 |
| Springfield - - - | 62 | 49 | 41 | 33 | Belvedere - - - | 108 | 87 | 72 | 58 |
| Sidney - - - | 62 | 49 | 41 | 33 | Bloomington - - - | 105 | 85 | 70 | 55 |
| Sharon - - - | 70 | 55 | 46 | 37 | Chicago - - - | 75 | 60 | 50 | 40 |
| Sandusky - - - | 54 | 43 | 36 | 29 | Champaign - - - | 105 | 85 | 70 | 55 |
| Solon - - - | 49 | 39 | 33 | 26 | Chapin - - - | 110 | 90 | 75 | 58 |
| Toledo - - - | 58 | 46 | 39 | 31 | Clinton - - - | 105 | 85 | 70 | 55 |
| Tiffin - - - | 58 | 46 | 39 | 31 | Camp Point - - - | 96 | 78 | 66 | 54 |
| Union - - - | 66 | 52 | 44 | 35 | Cairo - - - | 96 | 77 | 64 | 51 |
| Unionville - - - | 55 | 46 | 39 | 30 | Danville - - - | 100 | 80 | 65 | 50 |
| Urbana - - - | 62 | 49 | 41 | 33 | Delevan - - - | 110 | 90 | 75 | 58 |
| Uhrichsville - - - | 58 | 46 | 39 | 31 | Decatur - - - | 105 | 85 | 70 | 55 |
| Vernon - - - | 58 | 46 | 39 | 31 | Dixon - - - | 118 | 96 | 78 | 62 |
| Warren - - - | 49 | 39 | 33 | 26 | E. St. Louis - - - | 89 | 71 | 60 | 48 |
| Washington, C. H. - - - | 66 | 52 | 44 | 35 | El Paso - - - | 109 | 90 | 77 | 61 |
| Wickliffe - - - | 55 | 46 | 39 | 30 | Effingham - - - | 110 | 90 | 75 | 58 |
| Willoughby - - - | 55 | 46 | 39 | 30 | Edgewood - - - | 110 | 90 | 75 | 58 |
| Xenia - - - | 66 | 52 | 44 | 35 | Enfield - - - | 85 | 68 | 57 | 46 |
| Youngstown - - - | 49 | 39 | 33 | 26 | Farmer City - - - | 105 | 85 | 70 | 55 |
| Zanesville - - - | 58 | 46 | 39 | 31 | Freeport - - - | 125 | 105 | 90 | 70 |
| | | | | | Galena - - - | 125 | 100 | 85 | 65 |
| <i>IN INDIANA:</i> | | | | | Gibson City - - - | 105 | 85 | 70 | 55 |
| Anderson - - - | 70 | 55 | 46 | 37 | Havana - - - | 84 | 67 | 56 | 45 |
| Auburn - - - | 65 | 52 | 43 | 35 | Hervey City - - - | 105 | 85 | 70 | 55 |
| Avilla - - - | 65 | 52 | 43 | 35 | Hoopston - - - | 100 | 80 | 65 | 50 |
| Butler - - - | 64 | 51 | 43 | 34 | Jacksonville - - - | 110 | 90 | 75 | 58 |
| Columbia City - - - | 65 | 52 | 43 | 35 | Joliet—Cut off - - - | 75 | 60 | 50 | 40 |
| Connersville - - - | 76 | 62 | 52 | 43 | Kinney - - - | 103 | 85 | 70 | 55 |
| Crawfordsville - - - | 77 | 61 | 51 | 41 | Litchfield - - - | 110 | 90 | 75 | 60 |
| Denver - - - | 71 | 56 | 47 | 38 | Lincoln - - - | 110 | 90 | 75 | 60 |
| Evansville - - - | 89 | 71 | 68 | 47 | Lovington - - - | 105 | 85 | 70 | 55 |
| Fort Wayne - - - | 65 | 52 | 43 | 35 | Mattison - - - | 75 | 60 | 50 | 40 |
| Elkhart - - - | 70 | 56 | 47 | 37 | Maroa - - - | 105 | 85 | 70 | 55 |
| Goshen - - - | 67 | 54 | 45 | 36 | Minier - - - | 105 | 85 | 70 | 55 |
| Gosport - - - | 84 | 67 | 56 | 45 | Mackinaw - - - | 105 | 85 | 70 | 55 |
| Green Castle - - - | 91 | 72 | 59 | 46 | Mattoon - - - | 105 | 85 | 70 | 55 |
| Hartford - - - | 71 | 56 | 47 | 38 | Mason City - - - | 110 | 90 | 75 | 58 |
| Indianapolis - - - | 71 | 57 | 47 | 38 | Naples - - - | 108 | 88 | 69 | 56 |
| Jeffersonville - - - | 79 | 64 | 53 | 42 | Norris City - - - | 85 | 68 | 57 | 46 |

| | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. |
|-------------------------------|---------------|---------------|---------------|---------------|-----------------------------------|---------------|---------------|---------------|---------------|
| In Illinois—continued. | | | | | In Wisconsin : | | | | |
| Ottawa - - - - | 99 | 81 | 68 | 54 | Afton - - - - | 118 | 95 | 80 | 65 |
| Pana - - - - | 110 | 90 | 75 | 58 | Appleton - - - - | 118 | 92 | 75 | 60 |
| Paris - - - - | 100 | 80 | 65 | 50 | Beloit - - - - | 117 | 95 | 80 | 65 |
| Peoria - - - - | 84 | 67 | 56 | 45 | Fond du Lac (via Mil- waukee). | 107 | 87 | 72 | 57 |
| Pekin - - - - | 84 | 67 | 56 | 45 | Fond du Lac (via Chi- cago). | 115 | 92 | 77 | 61 |
| Paxton - - - - | 105 | 85 | 70 | 55 | Footville - - - - | 119 | 96 | 81 | 66 |
| Quincy - - - - | 96 | 78 | 66 | 54 | Fort Howard - - - - | 108 | 88 | 75 | 59 |
| Rockford - - - - | 115 | 94 | 79 | 62 | Green Bay (via Milwan- kee). | 100 | 82 | 70 | 55 |
| Rock Island - - - - | 105 | 86 | 71 | 57 | Green Bay (via Chicago) | 108 | 88 | 75 | 59 |
| Roscoe - - - - | 114 | 93 | 78 | 61 | Hudson - - - - | 150 | 120 | 95 | 75 |
| Sandoval - - - - | 116 | 96 | 79 | 62 | Janesville - - - - | 111 | 90 | 74 | 60 |
| Shawneetown - - - - | 85 | 68 | 57 | 46 | Kenosha - - - - | 95 | 75 | 63 | 50 |
| Sheldon - - - - | 75 | 60 | 50 | 40 | La Crosse - - - - | 145 | 115 | 95 | 75 |
| Springfield - - - - | 110 | 90 | 75 | 58 | Madison - - - - | 125 | 102 | 85 | 70 |
| State Line - - - - | 75 | 60 | 50 | 40 | Milwaukee - - - - | 75 | 60 | 50 | 40 |
| Taylorville - - - - | 110 | 90 | 75 | 58 | Oshkosh (via Chicago) - | 118 | 96 | 79 | 64 |
| Tolono - - - - | 105 | 85 | 70 | 55 | Oshkosh (via Milwaukee) | 110 | 90 | 74 | 60 |
| Tower Hill - - - - | 110 | 90 | 75 | 58 | Portage City - - - - | 125 | 102 | 85 | 70 |
| Tuscola - - - - | 105 | 85 | 70 | 55 | Pra. du Chien - - - - | 145 | 115 | 95 | 75 |
| Urbana - - - - | 105 | 85 | 70 | 55 | Racine (via Chicago) - | 85 | 70 | 59 | 48 |
| Wandalia - - - - | 110 | 90 | 75 | 58 | Racine (via Milwaukee) - | 85 | 70 | 59 | 48 |
| Virginia - - - - | 110 | 90 | 75 | 58 | Ripon - - - - | 115 | 92 | 77 | 61 |
| Waukegan - - - - | 98 | 75 | 62 | 50 | Sheboygan - - - - | 105 | 85 | 70 | 56 |
| Windsor - - - - | 110 | 90 | 75 | 58 | Watertown - - - - | 105 | 85 | 70 | 57 |
| IN KENTUCKY : | | | | | IN MICHIGAN : | | | | |
| Louisville - - - - | 86 | 71 | 60 | 49 | Adrian - - - - | 68 | 51 | 42 | 34 |
| IN IOWA : | | | | | Allegan - - - - | 72 | 58 | 48 | 39 |
| Anamosa - - - - | 147 | 116 | 96 | 77 | Albion - - - - | 65 | 52 | 43 | 35 |
| Boone - - - - | 166 | 134 | 109 | 83 | Battle Creek - - - - | 70 | 56 | 47 | 38 |
| Burlington - - - - | 96 | 78 | 66 | 54 | Bay City - - - - | 78 | 62 | 50 | 40 |
| Cedar Falls - - - - | 152 | 122 | 108 | 76 | Burr Oak - - - - | 66 | 53 | 44 | 35 |
| Cedar Rapids - - - - | 180 | 105 | 85 | 70 | Charlotte - - - - | 70 | 50 | 47 | 38 |
| Charles City - - - - | 160 | 130 | 108 | 80 | Cassapolis - - - - | 70 | 56 | 47 | 38 |
| Clinton - - - - | 125 | 100 | 85 | 65 | Coldwater - - - - | 66 | 53 | 44 | 35 |
| Council Bluffs - - - - | 160 | 130 | 95 | 70 | Constantine - - - - | 68 | 55 | 46 | 37 |
| Davenport - - - - | 108 | 89 | 74 | 60 | Corunna - - - - | 84 | 66 | 54 | 43 |
| Des Moines - - - - | 144 | 119 | 98 | 78 | Detroit - - - - | 53 | 42 | 35 | 28 |
| Dubuque - - - - | 125 | 100 | 85 | 65 | E. Saginaw - - - - | 78 | 62 | 50 | 40 |
| Eddyville - - - - | 136 | 111 | 91 | 73 | Eaton Rapids - - - - | 66 | 53 | 44 | 35 |
| E. Nebraska City - - - - | 160 | 130 | 95 | 70 | Flint - - - - | 77 | 62 | 50 | 40 |
| Fairfield - - - - | 121 | 99 | 83 | 67 | Grand Rapids - - - - | 75 | 60 | 50 | 40 |
| Hamburg - - - - | 160 | 125 | 100 | 75 | Grand Haven - - - - | 75 | 60 | 50 | 40 |
| Keokuk - - - - | 96 | 78 | 66 | 54 | Holland - - - - | 75 | 60 | 50 | 40 |
| Lyons - - - - | 125 | 100 | 85 | 65 | Hillsdale - - - - | 63 | 50 | 42 | 34 |
| Iowa City - - - - | 180 | 105 | 88 | 68 | Homer - - - - | 65 | 52 | 43 | 35 |
| Iowa Falls - - - - | 161 | 130 | 109 | 80 | Ionia - - - - | 93 | 74 | 60 | 46 |
| McGregor - - - - | 145 | 115 | 95 | 75 | Jackson - - - - | 63 | 51 | 42 | 34 |
| Muscatine - - - - | 113 | 95 | 78 | 63 | Jonesville - - - - | 63 | 51 | 42 | 34 |
| New Jefferson - - - - | 168 | 136 | 111 | 85 | Kalamazoo - - - - | 70 | 56 | 47 | 38 |
| Ottumwa - - - - | 116 | 93 | 78 | 64 | Lansing - - - - | 70 | 56 | 47 | 38 |
| Oskaloosa - - - - | 135 | 110 | 90 | 70 | Monroe - - - - | 58 | 46 | 39 | 31 |
| Pella - - - - | 139 | 114 | 93 | 74 | Manchester - - - - | 62 | 49 | 41 | 33 |
| Sioux City - - - - | 175 | 135 | 110 | 85 | Mt. Clemens - - - - | 53 | 42 | 35 | 28 |
| Washington - - - - | 147 | 122 | 101 | 80 | Muskegan - - - - | 75 | 60 | 50 | 40 |
| IN MISSOURI : | | | | | Niles - - - - | 70 | 56 | 47 | 37 |
| Independence - - - - | 154 | 121 | 95 | 70 | Nottawa - - - - | 68 | 55 | 46 | 37 |
| Hannibal - - - - | 96 | 78 | 66 | 54 | | | | | |
| Kansas City - - - - | 154 | 121 | 95 | 70 | | | | | |
| Louisiana - - - - | 96 | 78 | 66 | 54 | | | | | |
| Sedalia - - - - | 154 | 121 | 95 | 70 | | | | | |
| St. Joseph - - - - | 154 | 121 | 95 | 70 | | | | | |
| St. Louis - - - - | 94 | 76 | 65 | 53 | | | | | |

| | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. | | 1st Class. | 2nd Class. | 3rd Class. | 4th Class. |
|-------------------------------|---------------|---------------|---------------|---------------|------------------------|---------------|---------------|---------------|---------------|
| In Michigan—continued. | | | | | IN UTAH: | | | | |
| Otsego - - - | 71 | 57 | 48 | 38 | Corinne - - - | 473 | 397 | 322 | 252 |
| Owasso - - - | 85 | 67 | 55 | 44 | Ogden - - - | 465 | 385 | 300 | 225 |
| Plainwell - - - | 71 | 57 | 48 | 38 | Salt Lake City - - - | 495 | 415 | 325 | 250 |
| Port Huron - - - | 53 | 42 | 35 | 28 | IN COLORADO: | | | | |
| Saginaw - - - | 78 | 62 | 50 | 40 | Colorado Springs - - - | 449 | 366 | 307 | 235 |
| St. Clair - - - | 53 | 42 | 35 | 28 | Denver - - - | 394 | 321 | 270 | 205 |
| St. Joseph - - - | 113 | 92 | 75 | 58 | Golden - - - | 394 | 321 | 270 | 205 |
| Schoolcraft - - - | 69 | 55 | 40 | 37 | Greeley - - - | 444 | 361 | 305 | 235 |
| Sturgis - - - | 66 | 53 | 44 | 35 | Pueblo - - - | 394 | 321 | 270 | 205 |
| Three Rivers - - - | 68 | 55 | 46 | 37 | IN CANADA: | | | | |
| Trenton Crossing - - - | 53 | 42 | 35 | 28 | Brantford - - - | 50 | 40 | 33 | 27 |
| Wasepi - - - | 68 | 55 | 46 | 37 | Chatham - - - | 77 | 62 | 52 | 40 |
| White Pigeon - - - | 70 | 56 | 47 | 37 | Dundas - - - | 50 | 40 | 33 | 27 |
| IN MINNESOTA: | | | | | Galt - - - | 50 | 40 | 33 | 27 |
| Austin - - - | 175 | 145 | 115 | 90 | Guelph - - - | 50 | 40 | 33 | 27 |
| Faribault - - - | 175 | 150 | 117 | 90 | Hamilton - - - | 48 | 38 | 32 | 26 |
| Hastings - - - | 165 | 135 | 110 | 85 | Hesperer - - - | 50 | 40 | 33 | 27 |
| Lansing - - - | 175 | 145 | 115 | 90 | Ingersoll - - - | 52 | 42 | 35 | 28 |
| Mendota - - - | 175 | 145 | 120 | 95 | London - - - | 52 | 42 | 35 | 28 |
| Minneapolis - - - | 150 | 120 | 95 | 75 | Listowel - - - | 57 | 46 | 38 | 31 |
| New Ulm - - - | 173 | 148 | 120 | 90 | Paris - - - | 50 | 40 | 33 | 27 |
| Owatonna - - - | 165 | 135 | 110 | 85 | Petrolia - - - | 57 | 46 | 38 | 31 |
| Red Wing - - - | 165 | 135 | 110 | 85 | Port Credit - - - | 50 | 40 | 33 | 27 |
| Rochester - - - | 160 | 130 | 105 | 80 | Preston - - - | 50 | 40 | 33 | 27 |
| St. Paul - - - | 150 | 120 | 95 | 75 | Sarnia - - - | 57 | 46 | 38 | 31 |
| St. Peter - - - | 165 | 135 | 110 | 85 | Simcoe - - - | 52 | 42 | 35 | 28 |
| Stillwater - - - | 150 | 120 | 95 | 75 | Stratford - - - | 52 | 42 | 35 | 28 |
| Winona - - - | 145 | 115 | 95 | 75 | St. Catherine's - - - | 55 | 45 | 38 | 29 |
| IN KANSAS: | | | | | St. Thomas - - - | 52 | 42 | 35 | 28 |
| Atchison - - - | 154 | 121 | 95 | 70 | Toronto - - - | 50 | 40 | 33 | 27 |
| Emporia - - - | 200 | 166 | 135 | 103 | Windsor - - - | 58 | 46 | 38 | 30 |
| Hayes - - - | 284 | 231 | 195 | 150 | Woodstock - - - | 52 | 42 | 35 | 28 |
| Lawrence - - - | 179 | 141 | 110 | 83 | IN TENNESSEE: | | | | |
| Leavenworth - - - | 154 | 121 | 95 | 70 | Memphis - - - | - | - | - | - |
| Parsons - - - | 209 | 176 | 135 | 105 | Nashville - - - | - | - | - | - |
| Topeka - - - | 184 | 146 | 115 | 85 | IN LOUISIANA: | | | | |
| IN TEXAS: | | | | | New Orleans - - - | - | - | - | - |
| Austin - - - | 215 | 187 | 162 | 140 | IN ALABAMA: | | | | |
| Dallas - - - | 205 | 177 | 152 | 130 | Mobile - - - | - | - | - | - |
| Dennison - - - | 205 | 177 | 152 | 130 | Montgomery - - - | - | - | - | - |
| Galveston - - - | 214 | 171 | 140 | 108 | IN MISSISSIPPI: | | | | |
| Hearne - - - | 215 | 187 | 162 | 140 | Vicksburg - - - | - | - | - | - |
| Houston - - - | 214 | 171 | 140 | 108 | | | | | |
| Sherman - - - | 205 | 177 | 152 | 130 | | | | | |
| Waco - - - | 229 | 197 | 175 | 147 | | | | | |
| IN NEBRASKA: | | | | | | | | | |
| Lincoln - - - | 179 | 146 | 110 | 80 | | | | | |
| Omaha - - - | 165 | 135 | 100 | 75 | | | | | |

WEST BOUND FREIGHT CLASSIFICATION.

Agreed to by all Lines from BOSTON, NEW YORK, PHILADELPHIA, and BALTIMORE, and other Seaboard Points, governing all Shipments from the East to the West.

To take effect, 8 October 1877.—Corrected to 1 March 1880.

| ARTICLES. | Class. | ARTICLES. | Class. | ARTICLES. | Class. |
|--|-----------|---|--------|--|--------|
| Acids, 50 carboys - - - | 3 | Brushes - - - - - | 1 | Cordage - - - - - | 2 |
| Acids, less than 50 carboys, O. R. | 2 t 1 | Bungs, wooden - - - | 3 | Corks - - - - - | 1 |
| Acids, car loads - - - | 4 | Burr, blocks - - - - | 4 | Corkwood, bales - - - | 2 |
| Agricultural implements. (See Machinery.) | | Butter - - - - - | 2 | Corn, broom, pressed - - - | 1 |
| Alcohol. (See Liquor.) | | Butter, fruit - - - - | 3 | Corn husks - - - - - | 2 |
| Ale, packed in boxes - - - | 1 | Camphor - - - - - | 1 | Cotton, square bales - - - | 3 |
| Ale, packed in barrels or casks - - | 2 | Cages, bird - - - - - | 2 t 1 | Cotton waste - - - - - | 1 |
| Ale, in wood - - - - - | 4 | Candles - - - - - | 2 | Cotton waste, pressed in bales - | 4 |
| Alum - - - - - | 4 | Canvas, bales, O. R. - - - | 1 | Crackers - - - - - | 2 |
| Ammonia, sulphate, casks - - - | 4 | Caps - - - - - | 1 | Cranberries, bbls. or boxes - | 2 |
| Antimony, metal - - - - - | 4 | Caps, percussion - - - | 1 | Cream tartar, boxes or kegs - | 2 |
| Anvils - - - - - | 4 | Capstans - - - - - | 2 | Cream tartar, bbls. or hhds. - | 3 |
| Apples, green, O. R. - - - | 1 | Cards - - - - - | 1 | Crockery, crates or hhds., O. R. | 4 |
| Apples, green, O. R., C. L. - - - | 3 | Carpeting, O. R., chafing - - | 1 | Crockery, bbls. or boxes - - | 2 |
| Argols - - - - - | 4 | Carriages, not boxed - - - | 4 t 1 | Crucibles - - - - - | 3 |
| Arsenic, crude - - - - - | 3 | Carriages, boxed, or on wheels, too large for box car, released | 4 t 1 | Crystals, washing - - - - | 4 |
| Ashes, pearl - - - - - | 4 | Carriages, boxed, in box car - | 2 t 1 | Crystals, tin - - - - - | 1 |
| Asphaltum - - - - - | 4 | Carriages, too large for box car, car loads - - - - - | 4 | Cutlery - - - - - | 2 |
| Axes - - - - - | 3 | Cars, street, boxed, or on wheels, too large for box car, C. L. - | 4 | Cutch - - - - - | 3 |
| Axles, car - - - - - | 4 | Cartridges, metallic - - - | 2 | Dates - - - - - | 2 |
| Axles, carriage - - - - - | 2 | Cassia, bags or boxes - - - | 2 | Demijohns, O. R. - - - - | 2 t 1 |
| Bacon, bbls. or casks - - - | 4 | Cassia, mat. - - - - - | 1 | Demijohns, boxed, O. R. - - | 1 |
| Bags, burlap and gunny - - - | 4 | Catsup, bbls. - - - - - | 3 | Demijohns, C. L., O. R. - - | 4 |
| Bags, paper and cotton - - - | 2 | Cedar, board, plank or scantling | 3 | Dry goods, in bales, O. R., of chafing | 1 |
| Bags, travelling - - - - - | 1 | Cereals. (See Wheat, cracked.) | | Drugs and medicines - - - | 1 |
| Bagging, burlap and gunny - - - | 4 | Cement - - - - - | 4 | Drums - - - - - | 4 t 1 |
| Barilla - - - - - | 3 | Chain cable, loose - - - - | 4 | Dry goods, boxes, trunks - - | 1 |
| Bark, ground, bags or bales - - | 1 | Chain, loose - - - - - | 2 | Duck - - - - - | 1 |
| Barley, pearl - - - - - | 3 | Chain, in casks - - - - - | 3 | Earthenware, crates or hhds., O. R. - - - - - | 4 |
| Barrels, empty - - - - - | 1 | Chain, cotton, hemp, or wool - | 1 | Engines, s'cam, portable, too large for box car, released - | 2 t 1 |
| Barrels, beer, empty - - - | 3 | Chairs, matted, boxed, released | 3 t 1 | Egg boxes, empty - - - - | 3 |
| Barytes - - - - - | 4 | Chairs, R. R. - - - - - | 4 | Engines, steam, portable, too large for box car, released, car loads - - - - - | 4 |
| Baskets - - - - - | 2 t 1 | Chair stuff, in rough - - - | 2 | Engines, caloric - - - - - | 2 |
| Baskets, if 5,000 pounds or more are loaded in one car - - - | 1 | Chair and sofa frames, O. R. - | 2 t 1 | Emery - - - - - | 2 |
| Bats - - - - - | 1 | Chalk - - - - - | 4 | Faucets, brass or pewter - - | 2 |
| Beans, bbls. - - - - - | 4 | Charcoal, bags or bbls. - - | 4 | Feathers - - - - - | 2 t 1 |
| Beams, iron, car loads - - - | 4 | Cheese - - - - - | 2 | Falloses, waggon - - - - | 1 |
| Beds, spring, set up - - - - | 2 t 1 | Chicory - - - - - | 3 | Felting, not otherwise specified | 1 |
| Beds, spring, K. D. - - - - | 1 | Chinaware, boxes - - - - | 1 | Fencing, wire - - - - - | 2 |
| Bedsteads, iron - - - - - | 2 | Chinaware, casks - - - - | 2 | Fertilizers - - - - - | 4 |
| Beef, salted, casks - - - - | 4 | Chocolate - - - - - | 2 | Fibre, palm, pressed in bales - | 3 |
| Beer, wood - - - - - | 4 | Cider, bbls. or hhds. - - - | 4 | Figs, casks or boxes - - - | 2 |
| Bellows - - - - - | 1 | Cigars, boxes - - - - - | 2 t 1 | Figs, drums - - - - - | 1 |
| Bells - - - - - | 2 | Cigars, boxes, corded, sealed, and strapped - - - - | 1 | Findings, shoe - - - - - | 1 |
| Blacking, shoe - - - - - | 4 | Clams, in shell, O. R. - - - | 3 | Firearms - - - - - | 1 |
| Blankets - - - - - | 1 | Clay - - - - - | 4 | Fire crackers - - - - - | 1 |
| Blinds - - - - - | 1 | Cloth, wire - - - - - | 1 | Fire extinguishers, boxed - - | 1 |
| Blueing - - - - - | 1 | Cloth, wire, "sparker," in rolls of 300 lbs. and over - - | 3 | Fish, fresh, prepaid - - - | 1 |
| Boards, binders' - - - - - | 2 | Clocks, O. R. - - - - - | 1 | Fishing poles, in bundles, O. R., released - - - - - | 2 t 1 |
| Boards, binders', in bbls., C. L. - | 4 | Clove stems, sacks - - - - | 2 | Firkins, butter, empty - - - | 3 |
| Boilers, bath - - - - - | 1 | Coal dust, in bbls. - - - - | 4 | Flour, bbls. - - - - - | 4 |
| Boilers, steam, over 30 feet - - | 1 1/2 t 1 | Cocoa - - - - - | 2 | Flour, bags - - - - - | 3 |
| Boilers, steam, under 30 feet - - | 1 | Cocoanuts - - - - - | 2 | Flues, boiler, copper and brass - | 2 |
| Boilers, steam, under 30 feet long, C. L. - - - - - | 4 | Codfish, pickled and salted - | 4 | Flues, boiler, iron - - - - | 3 |
| Boiler fittings - - - - - | 2 | Confectionery, bbls. and boxes, value 13c. per lb., so stated in receipt by shipper - - - | 3 | Fluid, burning, O. R., leakage - | 1 |
| Books - - - - - | 1 | Confectionery, not otherwise specified - - - - - | 1 | Forks, hay and manure - - - | 2 |
| Boots and shoes - - - - - | 1 | Coffee, extract or essence - - | 3 | Fountains, soda - - - - - | 1 |
| Bones - - - - - | 3 | Coffee, double sacks - - - | 4 | Freezers, ice cream - - - - | 1 |
| Borax - - - - - | 4 | Coffee, single sacks, O. R., short-age - - - - - | 4 | Fruit, fresh - - - - - | 1 |
| Bottles, boxes, O. R. - - - - | 3 | Coffee, roasted or ground, boxes or bbls. - - - - - | 4 | Fruit, dried, in glass - - - | 1 |
| Bottles, crates or casks, O. R. - | 4 | Coffins, wood or metallic - - | 1 | Fruit, dried, not otherwise specified - - - - - | 4 |
| Bottles, in C. L., 10,000 lbs. and upwards, O. R. - - - - - | 4 | Coops, empty, returned - - - | 3 | Fruit, dried, boxes, bags, or kegs - | 2 |
| Bottoms, copper - - - - - | 2 | Coolers, water, boxes - - - | 1 | Fruit, cans, boxed - - - - | 4 |
| Boxes, band - - - - - | 2 t 1 | Copper, plate, sheets, bolts, in-gots, wire, nails, rods - - | 2 | Furniture, matted, loose, released | 2 t 1 |
| Boxes, carriage - - - - - | 2 | Copper, boxes or casks - - - | 2 | Furniture, set up, boxed, O. R. - | 2 t 1 |
| Boxes, waggon - - - - - | 1 | Copper, pigs, loose - - - - | 4 | Furniture, second-hand, boxed, O. R. - - - - - | 1 |
| Bran - - - - - | 3 | Copperas, bbls. or boxes - - | 4 | Furniture, K. D., boxed - - - | 1 |
| Brass, sheet or rolls - - - - | 2 | Cords, bed - - - - - | 2 | Furniture, car load lots, O. R., 10,000 lbs. - - - - - | 1 |
| Bread - - - - - | 2 | | | | |
| Brick - - - - - | 4 | | | | |
| Brimstone, boxes or kegs - - - | 2 | | | | |
| Brimstone, N. O. S. - - - - | 4 | | | | |
| Bristles - - - - - | 1 | | | | |
| Brooms - - - - - | 1 | | | | |

| ARTICLES. | Class. | ARTICLES. | Class. | ARTICLES. | Class. |
|---|-----------|---|--------|--|-----------|
| Furs, bales - - - - - | 2 t 1 | Iron, corrugated, C. L., of 20,000 lbs. - - - - - | 4 | Meal, sacks - - - - - | 3 |
| Fuse - - - - - | 1 | Iron facings - - - - - | 2 | Measures - - - - - | 1 |
| Gambler - - - - - | 3 | Iron furniture, O. R. - - - - - | 1 | Meats, cans, boxed - - - - - | 4 |
| Gas fixtures - - - - - | 2 | Iron, hoop and sheet, O. R. - - - - - | 2 | Meats, de-iccated, cans, boxed - - - - - | 4 |
| Ginger - - - - - | 2 | Iron, nuts, bolts, washers, rivets, boxes or kegs - - - - - | 3 | Meats, minced, O. R. - - - - - | 4 |
| Glass, plate, too large to be loaded on edge, in box car, released, loaded, and braced by shipper - - - - - | 4 t 1 | Iron, pig, band, bar, boiler, or scrap - - - - - | 4 | Melons, O. R. - - - - - | 1 |
| Glass, plate, loaded in box car, O. R. - - - - - | 1 | Iron, railroad - - - - - | 4 | Melons, O. R. C. L. - - - - - | 4 |
| Glass, plate, too large to be loaded in box car, released, car loads loaded and braced by shipper - - - - - | 1 | Iron, spiegel - - - - - | 4 | Mills, coffee - - - - - | 2 |
| Glass, rough, for skylights - - - - - | 4 | Isinglass - - - - - | 2 | Millstones, finished, O. R. - - - - - | 3 |
| Glass, window, O. R. - - - - - | 4 | Ivory, vegetable, sacks - - - - - | 3 | Millstones, rough - - - - - | 4 |
| Glassware - - - - - | 1 | Jars, fruit. (See Bottles.) - - - - - | 1 | Milk, condensed, cans, boxed - - - - - | 4 |
| Glue, in boxes - - - - - | 2 | Japanware, boxes - - - - - | 1 | Monuments, marble or granite, O. R. - - - - - | 1 |
| Glue, in bbls. - - - - - | 4 | Jacks, iron - - - - - | 1 | Moss, sacks - - - - - | 1 |
| Glucose, casks - - - - - | 4 | Jacks, iron, boxes - - - - - | 2 | Moss, pressed, bales - - - - - | 2 |
| Glycerine, crude - - - - - | 3 | Joiners' work - - - - - | 1 | Mouldings - - - - - | 1 |
| Granite. (See Marble.) - - - - - | 1 | Jute - - - - - | 3 | Musical instruments, O. R. - - - - - | 1 |
| Grapes, kegs - - - - - | 4 | Jute butts - - - - - | 4 | Mustard - - - - - | 2 |
| Grease, axle - - - - - | 4 | Kegs, empty (not beer) - - - - - | 1 | Nails, brass - - - - - | 2 |
| Grease, casks or bbls. - - - - - | 4 | Kegs, beer (empty) - - - - - | 3 | Nails, horse, boxes, or kegs - - - - - | 3 |
| Grindstones - - - - - | 4 | Ladders, step - - - - - | 1 | Nails, boxes or bags - - - - - | 2 |
| Groceries, assorted, not otherwise specified - - - - - | 2 | Lampblack - - - - - | 1 | Nail, kegs - - - - - | 4 |
| Guano - - - - - | 4 | Lard, tierces or bbls. - - - - - | 4 | Nail rods - - - - - | 4 |
| Gums - - - - - | 4 | Lead, white - - - - - | 4 | Nutmegs - - - - - | 2 |
| Grain - - - - - | 4 | Lead, pig - - - - - | 4 | Nuts, single sacks - - - - - | 1 |
| Gunny cloth - - - - - | 4 | Lead - - - - - | 2 | Nuts, double sacks or bbls. - - - - - | 2 |
| | | Lead, black. (See Plumbago.) - - - - - | 1 | Oakum - - - - - | 2 |
| Hair, sacks - - - - - | 1 | Leather, loose - - - - - | 1 | Oil, glass, O. R. - - - - - | 1 |
| Hair, pressed - - - - - | 2 | Leather, rolls or boxes - - - - - | 2 | Oil, in cans, boxed - - - - - | 2 |
| Hams, bbls. or casks - - - - - | 4 | Lemons, O. R. - - - - - | 1 | Oil, in bbls. and hlds., O. R. - - - - - | 4 |
| Handles, axe or shovel - - - - - | 2 | Lentils - - - - - | 3 | Oil cloth, boxes over 12 feet long - - - - - | 1 |
| Hardware - - - - - | 2 | Licorice, stick, root, or mat - - - - - | 2 | Oil cloth, not otherwise specified - - - - - | 2 |
| Hats - - - - - | 1 | Licorice, mass, boxes - - - - - | 3 | Omnibuses. (See Carriages.) - - - - - | |
| Hay bands, iron or wire, bbls. - - - - - | 4 | Licorice, powdered, bbls. - - - - - | 3 | Onions, Bermuda, O. R., freight guaranteed - - - - - | 2 |
| Hemp - - - - - | 2 | Lime, chloride, bbls. - - - - - | 4 | Oranges, O. R. - - - - - | 1 |
| Herring, kegs - - - - - | 3 | Lining, carpet - - - - - | 1 | Oyster meat, wood - - - - - | 1 1/2 t 1 |
| Herring, hlds. or crates - - - - - | 4 | Liquor, glass, O. R. - - - - - | 1 | Oysters, fresh, in cans - - - - - | 1 1/2 t 1 |
| Herring, boxes - - - - - | 2 | Liquor, wood, valued at \$1 per gallon, so stated in shipping receipt by shipper - - - - - | 4 | Oysters, in shell, bbls., O. R. - - - - - | 3 |
| Hide cuttings, pressed, in bales - - - - - | 4 | Liquor, wood, not otherwise specified - - - - - | 1 | Oysters, pickled, kegs or cans, strapped - - - - - | 4 |
| Hides, dry, loose - - - - - | 1 | Live Stock: - - - - - | | Pails, butter, empty - - - - - | 3 |
| Hides, bales - - - - - | 2 | One horse, man in charge, 3,000 lbs. - - - - - | 2 t 1 | Paint, boxes or cans, not otherwise specified - - - - - | 2 |
| Hides, bales, compressed - - - - - | 4 | Two horses, man in charge, 5,000 lbs. - - - - - | 2 t 1 | Paint, bbls., casks, or kegs - - - - - | 4 |
| Hides, green, in bbls. - - - - - | 4 | Three horses and upwards, man in charge, 16,000 lbs. - - - - - | 1 | Paintings and pictures, boxed, value of contents of each package not to exceed \$200 - - - - - | 2 t 1 |
| Hides, pickled, casks - - - - - | 4 | Logwood, extract - - - - - | 2 | Palm leaves - - - - - | 1 |
| Hives, bee - - - - - | 1 | Looking glasses, boxes under 3 feet long, O. R. - - - - - | 1 | Paper (of all kinds), boxed - - - - - | 1 |
| Hobby horses, boxed - - - - - | 1 1/2 t 1 | Looking glasses, boxes over 3 feet long, O. R., released - - - - - | 2 t 1 | Paper, printing, not boxed, O. R. - - - - - | 2 |
| Hobby horses, K. D., boxes or crates - - - - - | 1 | Looking glasses, boxes, too large for box car, released, to be loaded and braced by shipper - - - - - | 4 t 1 | Paper, sand and flint - - - - - | 2 |
| Hoes - - - - - | 2 | Lumber, sawed (pine and oak) - - - - - | 4 | Paper, wrapping, bbls., O. R. - - - - - | 2 |
| Hollowware - - - - - | 2 | Lye, concentrated - - - - - | 4 | Paper stock, pressed, bales - - - - - | 4 |
| Honey, boxes - - - - - | 2 | Machinery, C. L., released - - - - - | 4 | Paper hangings, boxes - - - - - | 2 |
| Honey, bbls. or casks - - - - - | 3 | Machinery, not boxed, O. R. - - - - - | 1 | Paper hangings, bbls., O. R. - - - - - | 1 |
| Hoots, packages - - - - - | 3 | Machinery, boxes - - - - - | 2 | Paste, flour, bbls. - - - - - | 4 |
| Hops - - - - - | 2 | Machines, sewing, boxed - - - - - | 1 | Pa-te-board - - - - - | 1 |
| Horns, packages - - - - - | 3 | Machines, sewing, skeleton boxes, or crates, released - - - - - | 1 | Peas - - - - - | 4 |
| Horseshoes, packages - - - - - | 4 | Machines, sewing, K. D., boxed - - - - - | 2 | Peas, split - - - - - | 3 |
| Hose, rubber, boxes - - - - - | 2 | Mackerel, pickled and salted - - - - - | 4 | Pega, shoe, bbls. - - - - - | 2 |
| Hose, rubber, loose or bales - - - - - | 1 | Madder, bbls., boxes, or kegs - - - - - | 2 | Pencils, slate - - - - - | 2 |
| Household goods (not furniture), boxed - - - - - | 1 | Madder, hlds. - - - - - | 3 | Pepper, boxes - - - - - | 2 |
| Household goods not boxed, O. R. - - - - - | 2 t 1 | Mahogany, logs - - - - - | 4 | Pepper, bags - - - - - | 3 |
| Household goods, second hand, car loads 16,000 lbs. - - - - - | 1 | Mahogany, board, plank, scantling - - - - - | 3 | Pianofortes, O. R. - - - - - | 1 |
| Hubs - - - - - | 2 | Malt, bags - - - - - | 4 | Pickles, glass - - - - - | 1 |
| Indiarubber goods - - - - - | 1 | Manilla - - - - - | 3 | Pickles, bbls. or casks - - - - - | 4 |
| Indigo - - - - - | 1 | Marble, blocks or slabs, wrought or unwrought - - - - - | 1 | Pickles, cans, boxed - - - - - | 4 |
| Ink, packed in bbls. and casks - - - - - | 2 | Marble dust - - - - - | 4 | Picks, casks - - - - - | 3 |
| Ink, packed in boxes - - - - - | 1 | Marble blocks, 5 tons or over - - - - - | 3 | Picture frames - - - - - | 1 |
| Ink, printing, cans, boxed - - - - - | 1 | Marble, blocks or slabs, wrought or unwrought, O. R., released - - - - - | 4 | Pill boxes - - - - - | 2 t 1 |
| Ink, printing, kegs or bbls. - - - - - | 2 | Marbles, casks or boxes - - - - - | 2 | Pins, original boxes - - - - - | 2 |
| Insulators, telegraph - - - - - | 4 | Matting, cocoa - - - - - | 2 | Photographic materials - - - - - | 1 |
| Iron castings, boxes or casks - - - - - | 2 | Matting, not otherwise specified - - - - - | 1 | Pipe, block tin, casks - - - - - | 2 |
| Iron castings, loose, under 100 lbs., O. R. - - - - - | 1 | Mattresses - - - - - | 2 t 1 | Pipe, gas, loose - - - - - | 4 |
| Iron castings, over 100 lbs. - - - - - | 4 | Mattresses, shoddy, in bales - - - - - | 1 | Pipe, lead, reels or rolls - - - - - | 1 |
| Iron cornices, C. L. - - - - - | 4 | Mats - - - - - | 1 | Pipe, lead, casks - - - - - | 4 |
| Iron cornices, less than C. L., crated or boxed - - - - - | 1 | Mats, grass and hemp - - - - - | 2 | Pipe, stove - - - - - | 1 |
| Iron cornices, loose, O. R. - - - - - | 2 t 1 | Meal, bbls. - - - - - | 4 | Pipe, tin - - - - - | 1 |
| Iron cornices, too large for box car, O. R. - - - - - | 4 t 1 | | | Pipe, water, iron, loose - - - - - | 4 |
| Iron, corrugated, boxes or crates - - - - - | 2 | | | Pipes - - - - - | 2 |
| Iron, corrugated, less than C. L., loose - - - - - | 3 | | | Pitch - - - - - | 4 |
| | | | | Plaster - - - - - | 4 |
| | | | | Plumbago - - - - - | 3 |
| | | | | Plumbago, car loads - - - - - | 4 |
| | | | | Plumbers' materials, boxes or casks - - - - - | 2 |
| | | | | Polish, stove - - - - - | 3 |
| | | | | Porcelain ware, bbls. or boxes - - - - - | 1 |

| ARTICLES. | Class. | ARTICLES. | Class. | ARTICLES. | Class. |
|--|--------|--|--------|--|--------|
| Porcelain ware, hhds. or casks - | 2 | Seeds, car loads - | 4 | Tinware, "stamped" - | 2 |
| Pork, salted, bbls. - | 4 | Seeds, garden - | 1 | Tinware, loose - | 2 t 1 |
| Porter, glass - | 1 | Shot, bags - | 2 | Tinware, loose, in C. L. - | 4 |
| Potash - | 4 | Shot, kegs - | 4 | Tire, locomotive - | 4 |
| Potatoes, bbls. - | 4 | Shot, 100 lbs., double bags - | 4 | Tobacco, cut, bbls. or boxes - | 1 |
| Potatoes, sweet, bbls., prepaid, O. R. - | 4 | Shovels - | 2 | Tobacco, bales - | 1 |
| Powder, baking - | 4 | Show cases, released - | 3 t 1 | Tobacco, boxes or kegs - | 3 |
| Powder, cattle, boxes - | 2 | Shrubbery, boxed, O. R. - | 1 | Tobacco, hhds., unmanufactured - | 3 |
| Powder, polishing - | 4 | Shrubbery, bales, O. R. - | 1 t 1 | Tools, mechanics' - | 1 |
| Powder, yeast - | 4 | Shutters, iron - | 1 | Toe calks, kegs - | 4 |
| Presses, copying, O. R. - | 2 | Sieves - | 1 | Tow, boxes - | 1 |
| Printed matter, sheets, boxed - | 1 | Skins, sheep and other, baled - | 1 | Toys, boxes - | 1 t 1 |
| Preserves, glass, O. R. - | 1 | Skins, sheep, foreign, compressed - | 2 | Trimming, tanners' - | 3 |
| Preserves, cans, boxed - | 4 | Slate, roofing - | 4 | Trunks, empty - | 1 |
| Prunes, boxes, kegs - | 3 | Slates, school, boxed - | 3 | Trunks, boxed - | 1 |
| Prunes, in glass - | 1 | Slates, bed wooden - | 1 | Trunks, containing baggage or merchandise of any kind will not be received unless securely boxed. When boxed - | 1 |
| Pumice stone, boxes or casks - | 3 | Sleights. (See Carriages.) - | | Tubing, iron - | 4 |
| Pumps. (See Machinery.) - | | Snuff, casks or bbls. - | 2 | Tubs - | 1 |
| Putty - | 4 | Snuff, jars, released - | 1 | Tubs, bath - | 1 |
| Pulley blocks. (See Rigging.) - | | Soap, Castile and fancy - | 2 | Turpentine, spirits, bbls., O. R. - | 3 |
| Quicksilver, iron flasks - | 1 | Soap, common - | 4 | Turpentine, spirits, bbls., O. R., C. L. - | 4 |
| Radiators, steam - | 2 | Soda - | 4 | Twine - | 1 |
| Radiators, cast iron, O. R. - | 3 | Soda, caustic, iron casks - | 4 | Type - | 2 |
| Radiators, cast iron, O. R., car loads - | 4 | Soda, nitrate - | 4 | Umbrellas - | 1 |
| Rags, sacks - | 2 | Soda ash - | 4 | Varnish, boxes, O. R. - | 1 |
| Rags, pressed in bales - | 4 | Spades - | 2 | Varnish, kegs or bbl., O. R. - | 3 |
| Railing, iron - | 2 | Spelter, slabs or casks - | 4 | Vault lights, O. R. - | 4 |
| Raisins - | 3 | Spice, boxes - | 2 | Veg-tables, desiccated, cans, boxed - | 4 |
| Rattan - | 1 | Spice, bags - | 3 | Veneering, boxes - | 2 |
| Reeds, willow, bbls. - | 1 | Spikes, kegs - | 4 | Veneering, not boxed - | 1 |
| Reflectors, O. R., released - | 1 | Spikes, R. R. - | 4 | Vessels, brass or copper, boxes or casks - | 2 |
| Reflectors, too large for box car, O. R., released - | 4 t 1 | Spokes - | 2 | Vises, iron - | 2 |
| Refrigerators - | 1 | Springs, bed - | 1 | Vinegar - | 4 |
| Retorts, clay, O. R., released - | 1 | Springs, car, steel - | 3 | Vitriol, blue - | 4 |
| Retorts, clay, car loads, released - | 4 | Springs, carriage - | 2 | Wadding - | 1 |
| Rice - | 4 | Springs, car, volute, boxes - | 3 | Wagons, children's, not boxed - | 2 t 1 |
| Rigging, in boxes or casks - | 2 | Springs, car, rubber, loose - | 2 | Wagons, children's, boxed - | 1 t 1 |
| Rigging, loose - | 4 | Springs, car, rubber, boxes or casks - | 3 | Wagons, farm, in pieces - | 1 |
| Robes, buffalo - | 1 t 1 | Stages. (See Carriages.) - | | Wagons, children's, K. D., boxes or crates - | 1 |
| Rods, lightning - | 3 | Staves, bbls. - | 4 | Water, mineral, glass, O. R. - | 2 |
| Roofing, boxes or rolls - | 4 | Starch, bbls. or boxes - | 3 | Water, mineral, O. R., N. O. S. - | 4 |
| Rope, in coils - | 4 | Starch, bbls. or boxes, C. L. - | 4 | Wax - | 1 |
| Rope, wire - | 4 | Stationery - | 1 | Weights, clock - | 2 |
| Rope, hair - | 2 | Statues, released - | 1 | Whalebone - | 1 |
| Rosin - | 4 | Steel, boxes or bbls. - | 2 | Wheat, cracked, and cereals in boxes - | 2 |
| Rubber, crude - | 3 | Steel, bars or bbls. - | 4 | Wheat, cracked, and cereals in bbls. - | 4 |
| Rubber belting - | 2 | Stone, lithographic, O. R. - | 1 | Wheelbarrows (wood or iron) - | 1 |
| Rubber clothing - | 1 | Stone, soap - | 3 | Wheels, car - | 4 |
| Rubber packing - | 3 | Stone, blue - | 4 | Whips - | 1 |
| Rustic work, boxed - | 1 | Stone, emery, casks - | 4 | Whiting - | 4 |
| Rustic work, not boxed - | 2 t 1 | Stone. (See Marble.) - | | Willowware - | 2 t 1 |
| Sad irons, in casks - | 4 | Stoneware, crates or hhds., O. R. - | 4 | Wine, boxes or baskets, O. R. - | 1 |
| Saddlery - | 2 | Stoves, O. R. - | 1 | Wire, not otherwise specified - | 2 |
| Safes, iron - | 3 | Stoves, car loads, released - | 4 | Wire, fence, casks - | 2 |
| Saleratus, kegs or boxes - | 4 | Stove plates or grates, O. R. - | 1 | Wire, bbls., O. R. - | 4 |
| Sal soda - | 4 | Stove grates, boxed - | 2 | Wire, telegraph, casks - | 2 |
| Sausage casings - | 3 | Stove boards - | 4 | Wool, domestic, sacks - | 1 t 1 |
| Sand - | 4 | Stove plates, car loads, released - | 4 | Wool, foreign, pressed - | 3 |
| Salt, bags or bbls. - | 4 | Straw goods - | 1 | Wood pulp - | 4 |
| Salt cake - | 4 | Sulphur, bbls. - | 4 | Wood, in shape, manufactured - | 1 |
| Salts, Epsom, bbls. - | 3 | Sumac - | 3 | Wood, dye, stick - | 3 |
| Salts, bleaching, casks - | 4 | Sugar - | 4 | Wood, dye, bags or bbls. - | 2 |
| Saltpetre - | 4 | Sugar, lemon, grape, maple - | 2 | Woodenware - | 1 |
| Sardines - | 2 | Sugar, lemon, grape, maple, C. L. - | 4 | Wool, mineral - | 3 |
| Scales, K. D., boxed, car loads - | 3 | Sugar of lead, in casks - | 4 | Yarns - | 1 |
| Scales, not boxed - | 1 | Syrup, glass - | 1 | Zinc, rolls, sheets or boxes - | 2 |
| Scale beams, not boxed - | 1 | Syrup, O. R. leakage - | 4 | Zinc, sheet, casks - | 4 |
| Scale beams, boxed - | 2 | Syrup, Weaver's, bbls. - | 2 | Zinc, oxide - | 4 |
| Scales, boxed - | 2 | Tables, billiard, boxed, O. R. - | 1 | | |
| Screws, wood - | 2 | Tacks, boxes - | 2 | | |
| Scythes, bales - | 1 | Tallow - | 4 | | |
| Scythes, boxes - | 2 | Tar - | 4 | | |
| Scythe stones - | 3 | Tea - | 1 | | |
| Scythe snaths - | 1 | Terra alba, bbls. - | 4 | | |
| Seeds, not otherwise specified - | 3 | Terra japonica - | 3 | | |
| | | Tile - | 4 | | |
| | | Tin foil, boxes - | 1 | | |
| | | Tin, plate, pig and bar - | 4 | | |
| | | Tinware, boxes - | 1 | | |

SPECIAL INSTRUCTIONS.

1. 20,000 lbs. will constitute a car load, unless otherwise specified; and where special class rates are made on articles in car load lots, it must be understood to mean 20,000 lbs., or more, of each article named, and the freight must be delivered on the same day, and be all for one consignee.

2. When articles are shipped under a different name, in order to deceive the carrier or to avoid this classification, agents at destination will collect freight according to proper classification; and in case of loss or damage, consignees will be paid for the article as called for or shipped.

3. All baled goods at owner's risk of chafing.

Dynamite, dualine, gun cotton, giant powder, hercules powder, and other explosive compounds, will not be received or transported. Camphene, burning fluid, and varnish, will only be taken at owner's risk, at first class rates by rail.

Gunpowder, friction matches, and other combustible articles, will be received or transported only by special contract.

Single packages (or packages in the aggregate) weighing less than 100 lbs., will be charged at rate for 100 lbs.

Marble in blocks weighing over five tons, will not be taken *via* "Steam around Lakes."

Appendix, No. 40.

PAPER handed in by Mr. Samuelson, M.P.

THE MEMORIAL of the Cumberland-road Metal Company (Limited),

To the Committee of the House of Commons on Railway Rates and Charges,

Humbly sheweth,—

THAT your Memorialists are engaged in business, as sellers of stone for making and repairing roads and public highways, their quarries and works being situated at Threlkeld, on the Cockermouth, Keswick, and Penrith Railway, and at Armathwaite, on the Midland Railway.

That the maximum rates fixed by the several Acts of Parliament for these and other railways on which your Memorialists trade, for the protection of the public, are altogether obsolete, that is to say, however onerous and prohibitive the charges made by the Companies may be, they are still within the limit of such maximum rates.

At the time at which many of the Acts referred to were passed, the conditions of the carriage of goods by rail were altogether unknown, and at a later period the precedents made in early cases were followed, whilst the minimum rate fixed for this traffic is seldom less than $1\frac{1}{4}d.$ per ton per mile, without any provision whatever for a reduction in the rate as the distance carried over is increased. It is notorious that the Railway Companies can carry at a profit for distances of 100 miles or thereabouts for $\frac{1}{4}d.$ per ton per mile, and they rarely attempt to exact more than $\frac{3}{4}$ or $\frac{1}{2}$ of a penny, therefore the intention of the several Acts to protect the public by a maximum reasonable rate is lost, and as a matter of law your Memorialists are the bond-servants of the Railway Companies who carry their goods; for example, the Cockermouth, Keswick, and Penrith Railway Company, and the London and North Western Railway Company agreed with your Memorialists upon a scale of charges for the carriage of stone to various places at which the London and North Western Railway Company have stations, and recently, without giving any reason, the Companies have raised their charges to several of these places, and the advanced rates being within the limits of their Acts your Memorialists have no remedy. That it is no answer, as from the Companies to your Memorialists, to say that all persons in the same trade are treated alike, for in that case, as is the fact, all suffer alike by the decrease in the volume of business, and the public by being obliged to use inferior material; the effect of this policy can be seen in the most marked manner in the whole of the district served by the Lancashire and Yorkshire Railway, and the reverse of it in the country served by the North Eastern Railway, where comparatively low rates have prevailed for some time for the class of material in question.

Your Memorialists are absolutely without remedy in the matter of "through rates;" in their case the Cockermouth, Keswick, and Penrith Railway Company, and the London and North Western Railway Company, would agree upon a certain rate, which would take materials from Threlkeld to Preston, 87 miles; for a further average distance of 15 miles the Lancashire and Yorkshire Railway Company have insisted upon raising the rate for the whole distance (102 miles) 20 to 30 per centum, thus setting at defiance the whole intention of the Acts providing for the conveyance of goods at through rates.

At this time your Memorialists have been advised by eminent counsel that they alone have no remedy, but that they can be heard only by the grace of the Cockermouth, Keswick, and Penrith Railway Company, who have, as to through rates, a *locus standi* before the Railway Commissioners, whilst traders have none.

Your Memorialists humbly trust, in order to remedy these evils, under which not only your Memorialists but every trader in the kingdom suffers, that you will think fit to advise Parliament to provide by law for,—

- 1st. A fresh classification of goods.
- 2nd. A new scale of maximum charges providing for a decrease in the rate charged per mile, as the distance carried is increased.
- 3rd. Perfect uniformity in regard to these on every line in the kingdom, in order that what are in truth the common roads of the country for 99-100ths of the business done in it may be open and continuous, and not hampered by vexatious obstructions.
- 4th. Government to have the power to inspect the books of Railway Companies in regard to the rates charged, to see that no advantage may be given to one trader over another.
- 5th. Enlarged powers to the Railway Commissioners, or some such similar court, in order that a trader who considers himself aggrieved may be able to try the question at a reasonable cost.

The Cumberland-road Metal Company
(Limited).

Herman Harkwood, Chairman.
Alfred Hallam, Secretary.

Appendix, No. 41.

PAPER handed in by Mr. *Samuelson*, M.P.

THE FURNESS RAILWAY COMPANY.

STATEMENT by Mr. W. G. Ainslie, Managing Partner in the Firm of Harrison, Ainslie & Co., Ulverston, for presentation to the British Iron Trade Association.

WHAT is now known as the Furness Railway Company originally consisted of various Companies, incorporated under various Acts of Parliament, but by 29 & 30 Vict. c. 236, "The Furness Railway (Whitehaven Amalgamation) Act, 1866," by which the Whitehaven and Furness Junction Railway Company became amalgamated with the Furness Railway Company, the rates and tolls charged by the Furness Railway Company, and the several Companies vested in the Furness Railway Company, were, with certain exceptions as to the Whitehaven and Furness Junction Railway Company, brought under one system.

This Act enacts by Sections 16 to 21 inclusive, what tolls shall be taken, providing, however, by Section 25, that the Company may take any increased charges over and above those limited by the Act for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the Company in relation thereto, or in respect to the conveyance of animals or goods (other than small parcels) by passenger trains; and further provides, by Section 26, that, notwithstanding any of the provisions with respect to tolls in the Act contained, Clauses 43 and 44 of "The Whitehaven, Cleator, and Egremont Railway Act, 1854," Clause 22 of "The Whitehaven and Furness Junction (Whitehaven Extension and Kirksanton Deviation) Railway Act, 1846," and Clause 39 of "The Whitehaven and Furness Junction Railway Act, 1865" (all of which Acts are before referred to), and the agreements therein referred to should remain in force and be binding on the Furness Company.

Special attention is directed to the short-distance clause, Section 18 of this Act, which provides that for all passengers, animals, or goods conveyed on these Railways for a less distance than four miles, the Furness Railway Company may demand tolls and charges as for four miles, and such new tolls are to be chargeable on and after the 1st day of January 1867.

It is considered by those who have so materially assisted the development and progress of the Company, and especially by those who have suffered from the somewhat arbitrary exactions of the four-mile clause, that the time has now arrived when certain grievances that they complain of should be redressed, and when some definite and equitable regulation should be made to ensure to the public a fair and equitable scale of charges by the Company, and one which shall not diminish the natural advantages which the local position of certain ironmasters and others who send their traffic by the railway gives them over certain other individuals, from the greater proximity of the local position of such ironmasters and others to certain districts in respect of the traffic at those districts, by the Company's annihilating, in point of expense of carriage, a certain portion of the distance between the local position of such other individuals and the said districts; in point of fact, to establish the undue preference shown by the Company in the arbitrary and capricious scale of rates charged by them, and to remove the obsolete and now unnecessary provisions as to the short-distance clauses.

The following Table contains examples which will illustrate what we have termed the capricious rates charged by the Company:—

PARTICULARS of RATES charged by the Furness Railway Company for Carriage of IRON ORE from LINDAL to the Places named below.

| NAME OF PLACE. | Distance from Lindal. | Maximum Rates allowed to be Charged by the Furness Railway (Whitehaven Amalgamation) Act, 1866. | | | Rates Charged by Furness Railway Company for Iron Ore. | |
|-------------------------------------|-----------------------|---|---|--|--|------------------|
| | | For Coal and Cinders, Lime, and Limestone, &c. Per Ton per Mile. | For Coal, Culm, Charcoal, Stones, &c. Per Ton per Mile. | For Slates, Ironstone, Iron Ore, Pig Iron, &c. Per Ton per Mile. | Company's Waggons. | Owner's Waggons. |
| Barrow (for shipment) - | M. chns. 6 40 | s. d. - 1½ | s. d. - 2½ | s. d. - 2½ | s. d. 1 11 But special agreement at 1s. 3d. for a limited time. | s. d. — |
| Millom - - - - | 15 miles (say) | - 1½ | - 2½ | - 2½ | 1 9 | — |
| Carnforth - - - | 22 0 | - 1½ | - 2½ | - 2½ | 3 3 | 2 9 |
| North Lonsdale (Company's sidings). | 4 miles (say) | - 1½ | - 2½ | - 2½ | 1 9 | 1 7 |

I have in this statement selected Lindal Station, around which are considerable Iron Mines, as a point from which to give the illustration, and it will be seen from this that ore sent from Lindal to Barrow, a distance of six miles and 40 chains, costs the senders 1 s. 11 d. per ton, while ore sent from Lindal to Millom, a distance of 15 miles, costs the senders only 1 s. 9 d. per ton, and from Lindal to Carnforth, a distance of 22 miles, only 3 s. 3 d. per ton, while the charge made by the Company from Lindal to the North Lonsdale Company's sidings at Ulverston, a distance of only four miles, is 1 s. 9 d. per ton, or exactly the same rate as is charged by the Company for carriage to Millom, a distance of 11 miles further. It would be well, however, to consider the 19th section of 32 & 33 Vict. c. 154. The Furness Railway Act, 1869, which provides that the Company shall not charge in respect of traffic arising at and conveyed between "Askham and Ireleth Stations, and Millom and Hodbarrow Stations, any larger amounts than they would have been entitled to demand if the Railway across the Duddon Estuary was completed and opened. I am advised that the meaning of the words "arising at" "is generated at" or "originated at" these stations, and that this cannot apply to stations on either side of the Duddon Estuary beyond these stations, inasmuch as the existing Railway around the Estuary of the Duddon existed before the time the Railway across the Duddon was contemplated, and consequently before its abandonment, and the only persons directly affected by such abandonment were the persons sending goods from Askham and Ireleth, and Millom and Hodbarrow, and from the latter to the former stations.

My complaint is that the through rates do not on the Furness Line, as on other lines, commence when the ore is put on to the line. The local charges before the through mileage rates commence kill the trade in this (Lindal) district; for instance, ore from Winder or Cleator Stations costs to Sheffield about 10 s. The distance the ore passes over the Furness line from Sellafeld Junction to Ulverston is 38 miles. Instead of giving us a proportionate rate of about 8 s. or 8 s. 6 d., we are saddled with a local rate from Lindal to Ulverston of 1 s. 3 d., then a through rate of 8 s. 6 d., in all 9 s. 9 d. Getting a fair through rate from our mines to Sheffield, Leeds, Staffordshire, &c., would make an immense difference to us in a year, and why should there not be for us a through rate to these places. The Hodbarrow Company (Millom) get through rates to all places, and have not their goods consigned to Ulverston at all.

As regards terminal charges, I have no definite material from which to estimate these charges, but I understand that it is a practice of the officials of the Company when remonstrated with as to rates to refer to terminal charges as accounting for anything that cannot otherwise be explained. As regards terminal charges, I would direct the Committee's especial attention to Clauses 21 and 23 of the Furness Railway Amalgamation Act, 29 & 30 Vict. c. 236, from which it will be seen that no specific charge is authorised to be made, but a reasonable sum only, and for certain specified services, and the 23rd section defines what a Terminal Station is.

I think, on reference to the Companies Acts of Parliament, that it will be seen that the Company have no powers to make these arbitrary rates, which appear to be governed by no principal, and which are certainly most destructive to the interests of those possessing the natural advantages of proximity to the great depôts to which their ores are consigned.

The Railway and Canal Traffic Act (17 & 18 Vict. c. 31) provides that no Railway or Canal Company shall make or give any undue or unreasonable preference or advantage to or in favour of any particular person or Company, or any particular description of traffic in any respect whatever; nor shall any such Company subject any particular person or Company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, and that all reasonable accommodation shall at all times be afforded by such Companies to the public.

It is, in my opinion, most desirable to obtain the abolition of the short-distance clauses, and to obtain some statutory direction for the fair and proper adjustment of the Company's tolls, and so obtain a remedy for the grievance complained of.

Appendix, No 42.

PAPER handed in by Mr. Barclay, M.P.

LETTER from Mr. C. Merrylees to Mr. Barclay, M.P.

North of Scotland and Orkney and Shetland
Steam Navigation Company,
62, Marischal-street, Aberdeen, 25 June 1881.

Dear Sir,

THE dealers feel the rates at present charged from here and Leith to London and the principal towns of England as a very serious hindrance to the development of their business, and are naturally anxious that some relief should be found.

It is only within the last two or three years that the export of fresh fish (halibut principally) has been attempted. Formerly halibut was considered of but little value, although caught in large quantities round the islands.

Several enterprising firms, notably Messrs. Hay & Co., and Messrs. Richmond & Co., of Berwick, resolved to attempt the preservation of the fish in ice, and send it to the English markets. This they have continued doing for the last two seasons, but the rate of railway carriage has proved a very serious impediment to the prosecution of the trade, so much so that Messrs. Hay & Co. write me that, unless a considerable reduction in the rate can be obtained, the fresh fish business, so far as Shetland is concerned, must come to an end.

I have on several occasions represented the matter to the managers of the Caledonian and North British lines, and urged that the Shetland fish traffic should be exceptionally treated by them, inasmuch that (1), the fish have to be packed in weighty cases and be heavily iced on account of the long voyage, and (2), that there is a charge of from 3s. to 4s. per case on the fish ere it reaches the railway, and thus places it at a serious disadvantage compared with fish from the mainland of Scotland. A case containing about 2½ or 2¼ cwt. of halibut, from Shetland to Birmingham or Manchester, costs the sender from 18s. to 20s. for carriage. My representations have met with no success. The managers of the Scotch railways say that they had the subject before a railway conference recently, and advocated a reduction in the case of Shetland, but the southern lines opposed it, and there the matter rests.

It seems hard that an industry which can be a benefit to the fishermen and the carriers, and likewise provide a wholesome and cheap food for the people, should be lost to all by the exorbitant rates exacted by the railways.

J. W. Barclay, Esq., M.P.

I am, &c.
(signed) Chas. Merrylees.

Appendix, No. 43.

PAPER handed in by the *Chairman*.MEMORIAL of the Council of the Warrington Chamber of Commerce, presented to the
Parliamentary Committee on RAILWAY RATES.

YOUR memorialists have found by a long-continued experience that railway companies are enabled to make charges for the conveyance of merchandise, the legality of which can seldom be tested.

It appears to your memorialists anomalous and unjust that the public should be liable to charges by railway companies which are in excess of their legal powers.

Local authorities appoint inspectors to protect the public from adulteration, from false weights and measures, and from other similar frauds, and it appears to your memorialists that the wilful charging of illegal rates by railway companies is a violation of law which stands quite as much in need of being provided against.

Rates of carriage having been fixed by Act of Parliament, and railway companies being required to give public notice of such rates, care should be taken that the notice is effectual and sufficient for the purpose intended.

Railway companies possess a practical monopoly of the conveyance of goods, and though this may be inevitable, it becomes intolerable when unauthorised charges can be made which the public can only protect themselves against by expensive and protracted litigation.

Means should everywhere exist by which the legal rates of carriage should be easily and certainly ascertained.

Railway companies have undoubtedly at present the opportunity of levying rates which may be in excess of their powers; such an arbitrary proceeding should be put an end to, and the legal rates chargeable should be so easily ascertained that no one need be ignorant of them or need submit to illegal charges.

The public have at present to accept the railway companies' own interpretation of the law under which rates are levied; it is contrary both to law and common sense that powerful monopolist railway companies should be judges in their own case.

A tribunal should be appointed to hear both sides, and with power to determine finally what the railway companies are entitled to charge.

Railway companies should, on application, be required to furnish such tribunal with the particulars of any rate in dispute; and any local authority, at the request of an individual within its jurisdiction, should be entitled to demand the particulars of any rate in its district.

The powers of railway companies are created by law, and ought neither to be ambiguous nor liable to abuse; a tribunal such as that referred to above would be as fair towards the railway companies as towards the public; whatever rights the railway companies possess have been given for the public advantage, and whatever these rights may be they should be perfectly clear and certain, and railway companies should have no opportunity of oppressing and over-charging; the public have for a very long time submitted to the partial and capricious conduct of railway companies, and it is the undoubted right of the public now to be informed in some simple and efficacious manner what is the extent of the railway companies' authority, and to have that authority effectually controlled.

As between themselves and the railway companies, the trading classes claim that the rates of carriage which the railway companies can legally charge should everywhere be known easily and certainly; and, as the matter is of public and pressing importance, the local authority should be required to act on behalf of the trading classes, and where any doubt exists it should be settled upon a written statement of the facts, to be furnished by each party, to the tribunal appointed to deal with these questions.

The trading classes have hitherto been compelled to accept the law from those who are directly interested in its interpretation; the railway companies saw no injustice in this, and they cannot now complain if an independent and impartial tribunal should henceforth determine questions which one of the parties interested has hitherto settled in its own way.

If the railway companies have rights, so have the trading classes; and no body of men should possess rights which can be exercised in an arbitrary manner, and without the prompt and effectual intervention of an easily-accessible and cheap legal tribunal.

Josh. Davies, President.

Charles Broadbent, Vice President.

Lewis Voisey, Hon. Secretary.

Warrington, 22 June 1881.

Appendix, No. 44. - - - - -

PAPER handed in by Mr. *Duncan*. - - - - -

COMPARISON of RATES of SUGAR from LONDON

| T O W N S. | Collection and Delivery Rate. | | | | | | Deducting 4 s. per Ton for Terminals, the Greenock Station to Station Rate would be | | Deducting 8 s. per Ton for Terminals, the London Station to Station Rate would be | | |
|-----------------------------------|-------------------------------|----------|----------------------|--------------|----------|----------------------|--|----------------------|--|----------------------|----|
| | From Greenock. | | | From London. | | | | | | | |
| | Miles. | Per Ton. | Per Ton per Mile. | Miles. | Per Ton. | Per Ton per Mile. | Per Ton. | Per Ton per Mile. | Per Ton. | Per Ton per Mile. | |
| | | s. d. | d. | | s. d. | d. | s. d. | d. | s. d. | d. | |
| Bedford - - - - | 378 | 32 6 | 1·03 | 49½ | 15 - | 3·60 | 28 6 | 0·90 | 7 - | 1·71 | 1 |
| Cambridge - - - | 389 | 32 6 | 1· | 57 | 17 6 | 3·68 | 28 6 | 0·87 | 9 6 | 2·00 | 2 |
| Oxford - - - - | 383 | 32 6 | 1· | 63 | 16 8 | 3·17 | 28 6 | 0·89 | 8 8 | 1·65 | 3 |
| Northampton - - | 364 | 32 6 | 1·07 | 67½ | 14 2 | 2·53 | 28 6 | 0·93 | 6 2 | 1·10 | 4 |
| Newmarket - - - | 409 | 35 - | 1·02 | 70 | 22 6 | 3·85 | 31 - | 0·90 | 14 6 | 2·48 | 5 |
| St. Ives (Hunts) - | 350 | 32 6 | 1·11 | 70 | 17 6 | 3·00 | 28 6 | 0·97 | 9 6 | 1·62 | 6 |
| Ely - - - - - | 370 | 30 3 | 0·98 | 72 | 20 10 | 3·47 | 26 3 | 0·85 | 12 10 | 2·13 | 7 |
| Peterborough - - | 343 | 32 6 | 1·13 | 76½ | 18 4 | 2·85 | 28 6 | 0·99 | 10 4 | 1·62 | 8 |
| Market Harborough - | 345 | 31 8 | 1·10 | 82 | 18 4 | 2·68 | 27 8 | 0·96 | 10 4 | 1·51 | 9 |
| Stamford - - - - | 335 | 32 6 | 1·16 | 92 | 20 - | 2·60 | 28 6 | 1·02 | 12 - | 1·56 | 10 |
| Spalding - - - - | 346 | 32 6 | 1·12 | 93 | 20 - | 2·58 | 28 6 | 0·98 | 12 - | 1·54 | 11 |
| Leicester - - - - | 330 | 26 8 | 0·97 | 99 | 20 - | 2·42 | 22 8 | 0·82 | 12 - | 1·45 | 12 |
| Grantham - - - - | 351 | 26 8 | 0·91 | 105 | 20 - | 2·28 | 22 8 | 0·77 | 12 - | 1·37 | 13 |
| Boston - - - - - | 300 | 32 6 | 1·30 | 107 | 18 4 | 2·05 | 28 6 | 1·14 | 10 4 | 1·15 | 14 |
| Newark - - - - - | 300 | 26 8 | 1·06 | 120 | 21 8 | 2·16 | 22 8 | 0·90 | 13 8 | 1·36 | 15 |
| Birmingham - - - | 318 | 25 - | 0·94 | 120 | 20 - | 2·00 | 21 - | 0·79 | 12 - | 1·20 | 16 |
| Nottingham - - - | 310 | 26 8 | 1·03 | 123 | 21 8 | 2·11 | 22 8 | 0·87 | 13 8 | 1·33 | 17 |
| Burton - - - - - | 309 | 26 8 | 1·03 | 127 | 21 8 | 2·04 | 22 8 | 0·88 | 13 8 | 1·29 | 18 |
| Derby - - - - - | 305 | 26 8 | 1·04 | 128 | 22 6 | 2·10 | 22 8 | 0·89 | 14 6 | 1·36 | 19 |
| Lincoln - - - - - | 301 | 26 8 | 1·06 | 130 | 20 - | 1·84 | 22 8 | 0·90 | 12 - | 1·10 | 20 |
| Retford - - - - - | 281 | 30 - | 1·28 | 138½ | 23 4 | 2·01 | 26 - | 1·11 | 15 4 | 1·32 | 21 |
| Chesterfield - - - | 282 | 30 - | 1·27 | 145 | 22 6 | 1·86 | 26 - | 1·10 | 14 6 | 1·20 | 22 |
| Worksop - - - - - | 284 | 30 - | 1·27 | 146½ | 25 - | 2·04 | 26 - | 1·09 | 17 - | 1·39 | 23 |
| Doncaster - - - - | 264 | 28 4 | 1·28 | 156 | 22 6 | 1·73 | 24 4 | 1·10 | 14 6 | 1·11 | 24 |
| Sheffield - - - - | 271 | 28 4 | 1·25 | 161 | 22 6 | 1·67 | 24 4 | 1·07 | 14 6 | 1·08 | 25 |
| Masborough - - - | 266 | 28 4 | 1·27 | 161 | 22 6 | 1·67 | 24 4 | 1·09 | 14 6 | 1·08 | 26 |
| Leeds - - - - - | 236 | 25 - | 1·27 | 185½ | 22 6 | 1·45 | 21 - | 1·06 | 14 6 | 0·94 | 27 |
| York - - - - - | 233 | 23 4 | 1·20 | 189 | 23 4 | 1·48 | 19 4 | 0·99 | 15 4 | 0·97 | 28 |
| Bradford - - - - - | 227 | 25 - | 1·32 | 191 | 24 2 | 1·51 | 21 - | 1·11 | 16 2 | 1·01 | 29 |
| Stockton-on-Tees - | 232 | 16 8 | 0·86 | 234 | 31 8 | 1·62 | 12 8 | 0·65 | 23 8 | 1·21 | 30 |
| Whitby - - - - - | 254 | 23 4 | 1·10 | 244 | 25 - | 1·22 | 19 4 | 0·91 | 17 - | 0·83 | 31 |
| Bishop Auckland - | 221 | 20 - | 1·08 | 244 | 35 - | 1·72 | 16 - | 0·86 | 27 - | 1·32 | 32 |
| Durham - - - - - | 209 | 20 - | 1·14 | 255 | 35 - | 1·64 | 16 - | 0·91 | 27 - | 1·27 | 33 |
| Sunderland - - - - | 207 | 16 8 | 0·96 | 266 | 31 8 | 1·42 | 12 8 | 0·73 | 23 8 | 1·06 | 34 |
| South Shields - - - | 205 | 17 6 | 1·02 | 267 | 31 8 | 1·42 | 13 6 | 0·79 | 23 8 | 1·06 | 35 |
| Newcastle (<i>via</i> Berwick) - | 192 | 13 4 | 0·83 | 271 | 27 6 | 1·21 | 9 4 | 0·58 | 19 6 | 0·85 | 36 |
| North Shields - - - | 200 | 17 6 | 1·05 | 278 | 31 8 | 1·36 | 13 6 | 0·81 | 23 8 | 1·02 | 37 |
| Scarborough - - - - | 265 | 26 8 | 1·20 | 230 | 25 - | 1·30 | 22 8 | 1·02 | 17 - | 0·88 | 38 |
| Middlesborough - - - | 237 | 16 8 | 0·84 | 238 | 31 8 | 1·57 | 12 8 | 0·64 | 23 8 | 1·19 | 39 |

Appendix, No. 44.

PAPER handed in by Mr. *Duncan*.

and from GREENOCK to the following TOWNS.

| Overcharge to London on Estimated Station to Station Rates. | | London (Station to Station) Rates at Greenock (Station to Station) Mileage Rates. | Greenock (Station to Station) Rates at London (Station to Station) Mileage Rates. | Deduct Actual Greenock Rate. | | A V E R A G E S, &c. |
|--|----------------------|---|---|--|--------------|----------------------|
| Per Ton. | Per Ton per Mile. | | | Bounties given by the Railway Companies in favour of Greenock. | | |
| | | | | Per Ton. | Per Cwt. | |
| | <i>s. d.</i> | <i>d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| 1 | 3 4 | 0·81 | 3 8 | 53 10 | 25 4 | 1 3½ |
| 2 | 5 4 | 1·13 | 4 2 | 64 10 | 36 4 | 1 9½ |
| 3 | 4 - | 0·76 | 4 8 | 52 8 | 24 2 | 1 2½ |
| 4 | - 11 | 0·17 | 5 3 | 33 4 | 4 10 | - 2½ |
| 5 | 9 2 | 1·58 | 5 4 | 84 6 | 53 6 | 2 8½ |
| 6 | 3 9 | 0·65 | 5 9 | 47 3 | 18 9 | - 11½ |
| 7 | 7 8 | 1·28 | 5 2 | 65 8 | 39 5 | 1 11½ |
| 8 | 4 - | 0·63 | 6 4 | 46 3 | 17 9 | - 10½ |
| 9 | 3 9 | 0·55 | 6 7 | 43 5 | 15 9 | - 9½ |
| 10 | 4 1 | 0·54 | 7 11 | 43 6 | 15 - | - 9 |
| 11 | 4 4 | 0·56 | 7 8 | 44 5 | 15 11 | - 9½ |
| 12 | 5 2 | 0·63 | 6 10 | 39 10 | 17 2 | - 10½ |
| 13 | 5 3 | 0·60 | 6 9 | 40 1 | 17 5 | - 10½ |
| 14 | - 1 | 0·01 | 10 3 | 28 9 | - 3 | - 3½ |
| 15 | 4 7 | 0·46 | 9 1 | 34 - | 11 4 | - 6½ |
| 16 | 4 1 | 0·41 | 7 11 | 31 10 | 10 10 | - 6½ |
| 17 | 4 8 | 0·46 | 9 - | 34 4 | 11 8 | - 7 |
| 18 | 4 4 | 0·41 | 9 4 | 34 3 | 11 7 | - 6½ |
| 19 | 5 - | 0·47 | 9 6 | 34 7 | 11 11 | - 7½ |
| 20 | 2 2 | 0·20 | 9 10 | 30 1 | 7 5 | - 4½ |
| 21 | 2 5 | 0·21 | 12 11 | 30 11 | 4 11 | - 2½ |
| 22 | 1 2 | 0·10 | 13 4 | 28 2 | 2 2 | - 1½ |
| 23 | 3 7 | 0·30 | 13 5 | 32 11 | 6 11 | - 4½ |
| 24 | - 1 | 0·01 | 14 5 | 24 5 | - 1 | - 1½ |
| 25 | - 1 | 0·01 | 14 5 | 24 5 | - 1 | - 1½ |
| 26 | *- 1 | *0·01 | 14 7 | 23 11 | *- 5 | *- 1½ |
| 27 | *1 11 | *0·12 | 16 5 | 18 6 | *2 6 | *- 1½ |
| 28 | *- 3½ | *0·02 | 15 7½ | 18 10 | *- 6 | *- 1½ |
| 29 | *1 5 | *0·09 | 17 7 | 19 1 | *1 11 | *- 1½ |
| 30 | 10 11 | 0·56 | 12 9 | 23 5 | 10 9 | - 6½ |
| 31 | *1 7½ | *0·08 | 18 7½ | 17 7 | *1 9 | *- 1½ |
| 32 | 9 4 | 0·46 | 17 8 | 24 4 | 8 4 | - 5 |
| 33 | 7 7 | 0·36 | 19 5 | 22 1 | 6 1 | - 3½ |
| 34 | 7 3 | 0·33 | 16 5 | 18 3 | 5 7 | - 3½ |
| 35 | 6 - | 0·27 | 17 8 | 18 1 | 4 7 | - 2½ |
| 36 | 6 1 | 0·27 | 13 5 | 13 7 | 4 3 | - 2½ |
| 37 | 4 10 | 0·21 | 18 10 | 17 - | 3 6 | - 2½ |
| 38 | *2 8½ | *0·14 | 19 8½ | 19 5 | *3 3 | *- 1½ |
| 39 | 10 10 | 0·55 | 12 10 | 23 6 | 10 10 | - 6½ |

| | | | | | | |
|--|---|---|---|---|---|---------------|
| Average Number of Miles. | | | | | | |
| From Greenock | - | - | - | - | - | 292·36 |
| From London | - | - | - | - | - | 150·03 |
| Average Rate. Station to Station. | | | | | | |
| From London (150·03 miles) | - | - | - | - | - | 26 s. 7·56 d. |
| " Greenock (292·36 miles) | - | - | - | - | - | 26 s. 6·67 d. |
| Average Station to Station Mileage Rate. | | | | | | |
| From London | - | - | - | - | - | 2·13 d. |
| " Greenock | - | - | - | - | - | 1·09 d. |

Note.

* These rates are slightly in favour of London the bulk of sugar being conveyed to these towns by water.

In these calculations 4 s. are allowed for terminal charges on sugar from Greenock, i.e. 2 s. at the collecting, and 2 s. at the delivering terminus; and 8 s. from London, viz., 6 s. for London terminal charges, and 2 s. for delivering terminal charges.

Appendix, No. 45.

PAPER handed in by the *Chairman*.LETTER from Mr. *Arthur Haliburton* to the Chairman of the Committee.

Sir,

War Office, 27 May 1880.

I FIND that my evidence when in print, and unaccompanied by the conversation which attended the questions and answers, scarcely conveys what I wished to submit to the Committee. Our point is very simple. We have, by law, a rate for carriage of all stores when the assistance of the military is given in loading and unloading. We wish to have that rate *always* applied, paying extra for loading and unloading when the military do not assist in loading, &c.

I did not complain that the railways make excessive charges for terminals when the military do not assist; I tried to explain that they then charge a different rate for carriage.

We thus have two rates for the carriage of the same goods, instead of one rate. This is very inconvenient to us, and we should be glad to have a uniform system substituted.

I am led to believe that I did not make this quite clear from conversations I have since had with railway authorities.

I have, &c.

Arthur L. Haliburton,

Director of Supplies and Transport.

The Hon. Evelyn Ashley, M.P.

Appendix, No. 46.

PAPERS handed in by the *Chairman*.LETTER from Mr. *Heathfield*.Lion Galvanizing Works, Birmingham Heath, Birmingham,
24 June 1881.

Sir,

I SEE, on returning here, that I made a clerical error in one portion of my evidence yesterday, as to the route by which some girders were sent from Antwerp. I stated that they came *via* Hartlepool, and Mr. Lowther thought I was wrong, and that they must have come *via* Grimsby. On looking at the duplicate bill of lading I find that he was correct, and that our clerk made an error in giving me the memorandum as coming *via* Hartlepool. Kindly, therefore, rectify this portion of my evidence. The rate from Antwerp *via* Grimsby to Birmingham is exactly the same as I said it was *via* Hartlepool. The rate back to Grimsby for the same girders, without any sea freight, is 14 s. 2 d. per ton, if declared undamageable, and 16 s. 8 d. per ton if consigned at Company's risk, in both cases carted and delivered off and on the Canal *only*. The agent here is uncertain what the extra is for cartage of the girders in question, but he thinks it is 3 s. 4 d. per ton, and assuming this to be the case, the rates for these girders carted at both ends would be 17 s. 6 d. per ton if undamageable, and 20 s. if at Company's risk. In any case, even if you had no cartage at all, and take the lowest rate of 14 s. 2 d., you will see that 2 s. 6 d. per ton would not pay the sea freight from Antwerp, and give Messrs. Tutcliffe their commission.

I am sorry that the error arose, and oddly enough this is, I believe, the only case in which I had not with me documentary evidence in proof of the statements I made.

I am, &c.

Richd. Heathfield.

P.S.—I should add that the girders we had from Antwerp were *carted* to our works, and therefore cartage should be added to 14 s. 2 d.

R. H.

LETTER from Elliott's Metal Company to the Chairman of the Committee.

Selly Oak Works, near Birmingham,
20 June 1881.

Sir,

REFERRING to the rates now charged to us by the several Railway Companies upon our goods, we remark:

1st. That the facts following apply not only to our own case but to that of many others engaged in our own and similar manufactures.

2nd. That

2nd. That we receive and deliver by rail during the year many thousands of tons of copper and other metals, and we also receive large quantities of coal and other materials used in our manufacture.

3rd. That from our central position, the rates to all shipping ports are very onerous, and are the more so in consequence of having to be borne twice over, namely, on imports and exports.

4th. The double cost of railway transit we calculate at about 37 s. per ton, or equal to about 34 per cent. on the average value of our productions, which practically makes it impossible to compete with manufacturers more favourably situated. We are of opinion that a considerable reduction in the railway rates each way would greatly increase the traffic, and in the end benefit the railways, as without it, no long time can elapse before we are driven by competition to abandon the heavy part of our business, or carry it on near a shipping port.

5th. We complain also of the classification of our goods, as we cannot see any reason or justice why, for instance, brass should be charged a higher rate than yellow metal, the value of them being about the same; nor can we see why brass wire in casks to London should be charged 34 s. 2 d. per ton, whilst metal in casks, such as metal nails, &c., would pay only 20 s. per ton, and so on in the following among numerous other cases:

| PLACE. | Metal in Casks. | Wire in Casks. |
|---------------------|-----------------|----------------|
| | s. d. | s. d. |
| London - - - - - | 20 - | 34 2 |
| Newcastle - - - - - | 29 2 | 45 - |
| Glasgow - - - - - | 29 4 | 50 - |
| Aberdeen - - - - - | 40 - | 65 - |
| Bristol - - - - - | 11 10 | 22 6 |
| Liverpool - - - - - | 16 - | 24 2 |
| Sheffield - - - - - | 20 - | 30 - |

6th. We submit that, as the railway rates from ship in Liverpool direct to ship in London are, for wire 25 s. per ton, copper 22 s. 6 d. per ton, we cannot fairly be compelled to pay from Birmingham to London for wire 34 s. 2 d. per ton, and for copper the same rate of 22 s. 6 d., being in the case of wire 9 s. 2 d. per ton more for only about half the distance.

7th. With reference to imports we quote the following rates:

| PLACE. | Copper. | Spelter. |
|---------------------|---------|----------|
| | s. d. | s. d. |
| London - - - - - | 22 6 | 12 6 |
| Liverpool - - - - - | 18 - | 14 2 |
| Hull - - - - - | 20 10 | 12 6 |
| Swansea - - - - - | 16 8 | 9 2 |

and remark that copper comes to us in a form undamageable and weighty, making loss impossible, whilst spelter is frequently lost and broken, and often the subject of claim.

8th. We submit also that as in the case of metals in which our greatest competition occurs, the shipments are made in lots of 25 and 50 tons each, packed in cases most convenient.

convenient for the Railway Companies, and never the subject of claim, we may fairly ask for such a reduction in rates as will enable us to carry on so important a business without loss.

We are, &c.
Pro Elliott's Metal Company (Limited),
Henry W. Elliott.

Accompanying this, we submit a list of some of the principal rates we pay.

RATES referred to.

| | Miles from Birm-ing-ham. | Sheathing, Bolts, Nails. | | Manufac-tured Copper and Locomotive Tubes. | Wire and Gas Tubes. | | | Chili Bars. | | Spelter. | | Ore. | |
|---------------------|--------------------------|--------------------------|------|--|---------------------|-------|------|-------------|------|----------|-------|-------|----|
| | | s. d. | d. | | s. d. | d. | | s. d. | d. | s. d. | d. | s. d. | d. |
| Aberdeen - - - | 437 | 40 - | 1'09 | 49 2 | 65 - | - | - | - | - | - | - | - | - |
| Dundee - - - | 347 | 36 8 | - | 46 8 | 60 - | 2'07 | - | - | - | - | - | - | - |
| Greenock - - - | 300 | 29 4 | - | 38 4 | 50 - | 2'00 | - | - | - | - | - | - | - |
| Edinburgh - - - | 297 | 34 2 | 1'38 | 41 8 | 55 - | - | - | - | - | - | - | - | - |
| Glasgow - - - | 286 | 29 4 | 1'23 | 38 4 | 50 - | - | - | - | - | - | - | - | - |
| Plymouth - - - | 222 | 28 4 | 1'50 | 35 - | 48 4 | 2'60 | - | - | - | - | - | - | - |
| Newcastle - - - | 215 | 29 2 | - | 35 - | 45 - | - | - | - | - | - | - | - | - |
| Portsmouth - - - | 162 | 31 8 | 2'34 | 33 4 | 48 4 | 3'58 | - | - | - | - | - | - | - |
| Swansea - - - | 156 | 18 4 | 1'41 | - | - | - | 16 8 | 1'22 | 9 2 | 0'70 | 10 10 | 0'83 | - |
| Southampton - - - | 139 | 20 - | - | 31 8 | - | - | - | - | - | - | - | - | - |
| Dock use - - - | - | 26 8 | - | - | - | - | - | - | - | - | - | - | - |
| Hull - - - | 134 | 20 10 | 1'86 | 25 - | 32 6 | - | - | - | 12 6 | 1'12 | - | - | - |
| Leeds - - - | 115 | 23 4 | - | 26 8 | 33 4 | - | - | - | - | - | - | - | - |
| London - - - | 113 | 20 - | 2'12 | 28 4 | 34 2 | 3'62 | 22 6 | 2'38 | 12 6 | 1'32 | - | - | - |
| Cardiff - - - | 109 | 16 - | - | 21 8 | 26 8 | - | - | - | - | - | - | - | - |
| Newport - - - | 101 | 16 8 | - | 21 8 | 25 - | - | - | - | - | - | - | - | - |
| Liverpool - - - | 97 | 16 - | 1'98 | 20 10 | 24 2 | 3'00 | 18 - | 2'22 | - | - | 11 8 | 1'44 | - |
| Bristol - - - | 94 | 11 10 | 1'51 | 17 6 | 22 6 | - | - | - | - | - | - | - | - |
| Manchester - - - | 85 | 16 8 | - | 20 10 | 24 2 | - | - | - | - | - | - | - | - |
| Sheffield - - - | 79 | 20 - | 3'04 | 23 4 | 30 - | 4'55 | - | - | - | - | - | - | - |
| Gloucester - - - | 56 | 8 4 | 1'78 | 10 - | 12 6 | 2'68 | - | - | - | - | - | - | - |
| Wolverhampton - - - | 12 | 8 4 | 2'33 | 9 2 | 11 8 | 11'66 | - | - | - | - | - | - | - |
| Derby - - - | 42 | 12 6 | 3'57 | 15 10 | 18 4 | 5'00 | - | - | - | - | - | - | - |

The figures in *italic* give the rate in pence per ton per mile.

The "wire" rate to Wolverhampton is 40 per cent. more than the "metal" rate.
Ditto - - - Leeds - - - " 43 per cent. - ditto - ditto.
Ditto - - - Liverpool - - - " 50 per cent. - ditto - ditto.
Ditto - - - London - - - " 70 per cent. - ditto - ditto.
Ditto - - - Bristol - - - " 90 per cent. - ditto - ditto.

Pro Elliott's Metal Company (Limited),
Henry W. Elliott.

The Hon. Evelyn Ashley,
Chairman of the Committee on Railway Rates.

NEW YORK, N. Y.

To the Honorable Members of the

The American

Respectfully submitted
THAT your member
registered chemist at
That the introduction
and Welsh line- of
not exceeding 50
case with your member
rail from large centre

Exempt from
CARTAGE 0.10
and 1.00
SPECIAL RATE
the 4.00
package 2.00
excess 1.00
being charged

NOT RECOMMENDED
RECOMMENDED
RECOMMENDED
RECOMMENDED

20. Bureau

Appendix, No. 47.

PAPER handed in by Mr. Willson.

— 1. —
IMPORTED GRAIN.

| From | To BIRMINGHAM. | | | | | To BURTON-ON-TRENT. | | | | | |
|-------------------------|----------------|---------------------------|---------------------|------------------------|------------------------------------|---------------------|-------------|------------------------|--|-----------------------------------|------------------------|
| | Miles. | Quoted Grain Rate. | Station to Station. | Rate per Ton per Mile. | Birmingham exceeds Burton per Ton. | Miles. | Grain Rate. | Rate per Ton per Mile. | Rate for Malt and Barley, Computed Weight. | Actual Rate per Ton of 2,240 lbs. | Rate per Ton per Mile. |
| Swansea - - - | 166 | s. d. 12 6 delivered - - | s. d. 11 6 | d. .88 | s. d. 3 4½ | 187 | s. d. 19 2 | d. 1.23 | s. d. 11 8 | s. d. 9 8½ | d. .62 |
| Cardiff - - - | 109 | 9 2 " - - | 8 2 | .9 | - 7½ | 140 | 16 8 | 1.43 | 11 8 | 9 8½ | .83 |
| Newport (Monmouthshire) | 101 | 9 2 " - - | 8 2 | .97 | 1 9½ | 132 | 11 8 | 1.06 | 10 - | 8 4 | .76 |
| Bristol - - - | 90 | 9 2 station to station - | 9 2 | 1.22 | 2 11 | 131 | 11 8 | 1.16 | 10 - | 8 4 | .83 |
| Sharpness - - - | 73 | 6 10 delivered - - | 5 10 | .96 | - 6½ | 105 | 10 - | 1.14 | 9 2 | 7 7½ | .87 |
| Gloucester - - - | 56 | 5 10 " - - | 4 10 | 1.03 | - 7½ | 87 | 8 4 | 1.15 | 7 10 | 6 6½ | .9 |
| Liverpool - - - | 97 | 12 6 " - - | 11 6 | 1.42 | 2 11 | 89 | 12 6 | 1.68 | 9 5 | 7 10 | 1.06 |
| London - - - | 120 | 13 10 " - - | 12 10 | 1.28 | 3 4½ | 130 | 12 2 | 1.12 | 12 2 | 10 2 | .94 |
| West Hartlepool - - | 200 | 15 - " - - | 14 - | .84 | 3 4 | 171 | 12 6 | .88 | 11 - | 9 2 | .64 |
| Hull - - - | 134 | 15 - " - - | 14 - | 1.25 | 2 - | 103 | 12 6 | 1.45 | 11 - | 9 2 | 1.07 |
| Grimsby - - - | 136 | 15 - " - - | 14 - | 1.23 | 2 -½ | 105 | 12 6 | 1.43 | 11 - | 9 2 | 1.05 |
| Lynn - - - | 135 | 14 2 station to station - | 14 2 | 1.26 | 4 11½ | 135 | 12 6 | 1.11 | 11 - | 9 2 | .82 |
| Average of 12 Stations | 117½ | - - - - | - - | 1.1 | - - | 125½ | - - | 1.24 | - - | - - | .87 |

-- 2. --

GRAIN RATES.

| From | To BIRMINGHAM. | | | | | To BURTON-ON-TRENT. | | | | | |
|--------------------------|------------------|--------------------|---------------------|------------------------|--------------------------------------|---------------------|--------------|------------------------|--|-----------------------------------|------------------------|
| | Miles. | Quoted Grain Rate. | Station to Station. | Rate per Ton per Mile. | Birmingham exceeds Burton per Ton. - | Miles. | Grain Rate. | Rate per Ton per Mile. | Rate for Malt and Barley, Computed Weight. | Actual Rate per Ton of 2,240 Lbs. | Rate per Ton per Mile. |
| Wellington' - | 65 | s. d. 9 2 - - | s. d. 9 2 | d. 1.69 | s. d. 3 - $\frac{1}{2}$ | 64 | s. d. 9 2 | d. 1.72 | s. d. 7 3 | s. d. 6 - $\frac{1}{2}$ | d. 1.13 |
| Northampton - | 54 | 8 4 delivered | 7 4 | 1.63 | 3 - $\frac{1}{2}$ | 77 | 10 - | 1.56 | 7 4 | 6 1 $\frac{1}{2}$ | .95 |
| Blisworth - | 49 $\frac{1}{2}$ | 8 4 " - | 7 4 | 1.77 | 2 11 | 66 | 10 10 | 1.97 | 7 - | 5 10 | 1.06 |
| Roads - | 52 $\frac{1}{2}$ | 9 2 " - | 8 2 | 1.86 | 3 6 $\frac{1}{2}$ | 69 | 10 10 | 1.88 | 7 3 | 6 - $\frac{1}{2}$ | 1.05 |
| Bletchley - | 65 $\frac{1}{2}$ | 9 2 " - | 8 2 | 1.49 | 2 6 | 82 | 11 8 | 1.71 | 8 5 | 7 - | 1.03 |
| Bedford - | 82 | 10 - - - | 10 - | 1.46 | 2 8 $\frac{1}{2}$ | 80 | 10 10 | 1.62 | 8 6 | 7 1 | 1.06 |
| Cambridge - | 111 | 15 - - - | 15 - | 1.62 | 7 4 $\frac{1}{2}$ | 128 | 13 4 | 1.25 | 10 7 | 8 10 | .82 |
| St. Neots - | 98 | 12 6 - - | 12 6 | 1.53 | 5 8 $\frac{1}{2}$ | 115 | 13 4 | 1.39 | 9 7 | 8 - | .83 |
| Huntingdon - | 86 | 11 8 - - | 11 8 | 1.63 | 3 9 $\frac{1}{2}$ | 86 | 11 8 | 1.63 | 9 6 | 7 11 | 1.1 |
| St. Ives - | 92 | 12 6 - - | 12 6 | 1.63 | 4 1 $\frac{1}{2}$ | 92 | 12 5 | 1.62 | 10 - | 8 4 | 1.09 |
| Bury St. Edmunds - | 140 | 20 10 - - | 20 10 | 1.78 | 7 4 $\frac{1}{2}$ | 156 $\frac{1}{2}$ | 15 - | 1.15 | 15 - | 12 6 | .96 |
| Stamford - | 71 | 10 - - - | 10 - | 1.69 | 4 9 $\frac{1}{2}$ | 88 | 10 - | 1.86 | 7 9 | 6 5 $\frac{1}{2}$ | .88 |
| Average of 12 Stations - | 80 $\frac{1}{2}$ | - - - | - | 1.65 | - | 92 | - | 1.57 | - | - | .997 |
| Welshpool - | - | - - - | - | - | - | 78 $\frac{1}{2}$ | 12 6 | - | 8 6 | 7 1 | - |
| Shrewsbury - | - | - - - | - | - | - | 59 $\frac{1}{2}$ | 10 - | - | 6 9 | 5 7 $\frac{1}{2}$ | - |
| Leominster - | - | - - - | - | - | - | 97 | 11 8 | - | 8 4 | 6 11 $\frac{1}{2}$ | - |

— 3. —

GREAT WESTERN RAILWAY COMPANY, GRAIN RATES.

| From | To BIRMINGHAM. | | | | | To BURTON ON-TRENT. | | | | | |
|------------------------|------------------|------------------------|---------------------|------------------------|------------------------------------|---------------------|---------------|------------------------|--|-----------------------------------|------------------------|
| | Miles. | Quoted Grain Rate. | Station to Station. | Rate per Ton per Mile. | Birmingham exceeds Burton per Ton. | Miles. | Grain Rate. | Rate per Ton per Mile. | Rate for Malt and Barley, Computed Weight. | Actual Rate per Ton of 2,240 Lbs. | Rate per Ton per Mile. |
| Banbury | 43 | s. d. 6 8 delivered | s. d. 5 8 | d. 1.58 | s. d. 2 - $\frac{1}{2}$ | 73 | s. d. 10 - | d. 1.05 | s. d. 7 5 | s. d. 6 2 | d. 1.01 |
| Heyford | 54 | 6 8 " | 5 8 | 1.26 | - | 84 | 10 - | 1.43 | - | - | - |
| Oxford | 66 | 9 2 " | 8 2 | 1.48 | 2 9 | 95 | 11 8 | 1.47 | 9 4 | 7 9 $\frac{1}{2}$ | .98 |
| Didcot | 76 | 9 2 - | 9 2 | 1.44 | - | 106 | 12 6 | 1.41 | - | - | - |
| Reading | 93 | 10 10 - | 10 10 | 1.4 | - | 123 | 15 - | 1.46 | - | - | - |
| Wallingford | 84 | 10 - | 10 - | 1.43 | - | 114 | 14 2 | 1.49 | - | - | - |
| Wantage road | 84 | 9 2 - | 9 2 | 1.31 | - | 113 | 12 6 | 1.33 | - | - | - |
| Moulsford | 81 | 9 2 - | 9 2 | 1.36 | - | 111 | 12 6 | 1.35 | - | - | - |
| Swindon | 100 | 10 - | 10 - | 1.2 | - | 130 | 13 4 | 1.23 | - | - | - |
| Cirencester | 84 | 9 2 - | 9 2 | 1.31 | - | 110 | 11 8 | 1.27 | - | - | - |
| Average of 10 Stations | 76 $\frac{1}{2}$ | - - - | - - | 1.38 | - | 106 | - - | 1.41 | - | - | - |

REMARKS on Grain Rates, Tables 1, 2, 3.

TERMINALS are not deducted from any rates in these Tables, but as some of the grain rates to Birmingham include delivery to premises on the canals, I deduct 1 s. per ton, which is the allowance made by the Railway Companies to those who removed their own grain, so as to bring those to station rates.

In the Burton-on-Trent Tables I show what is the rate per actual ton of 2,240 lbs. for malt and barley as compared with the computed ton of 6 qrs. of barley and 8 qrs. of malt, which may be taken as about 24 cwt.

The last column on the Birmingham side shows the rate per ton paid *there* in excess of what the rate would be if calculated on same terms as barley and malt to Burton-on-Trent.

The rates for imported grain are all on a lower scale than the rates on British grown grain.

TABLE 1.

The distances shown are the nearest from point to point ascertainable, but the difficulty in obtaining real distances is very great. In many instances they are not in the rate books at all, and in others that Company's route, no matter how circuitous, is the only one given, though the rate is based on a much shorter distance.

It is worthy of observation that barley forms rather less than one-tenth of the total number of quarters of all kinds of grain imported, of which I have particulars for the year ending 31st August 1880.

TABLE 2

Comprises country stations chiefly on the London and North Western and Midland systems, and may be taken as fair examples of a very large number not being specially selected, save that they are stations whence a good deal of grain comes to Birmingham, and also represent barley districts.

TABLE 3.

The distances are reliable, having been furnished by the Great Western Railway Company, and the rates to Birmingham and to Burton-on-Trent are on a very nearly equal basis, save where, as the Great Western Railway tell us, they are compelled by competition with the Midland Railway Company, and also, as at Banbury and Oxford, with the London and North Western Railway Company, to carry at computed weight.

Appendix, No. 48. - - - - -

PAPER handed in by Mr. Haydon. - - - - -

RATES for UNDAMAGEABLE IRON, in Lots of Two Tons and upwards,

| FAVOURABLE RATES. | | | | | UNFAVOURABLE RATES. | | |
|-------------------|---------------------------------|--------------------|---------------------------------|--------------------------|-----------------------|--------------------|----|
| | To | Distance of Miles. | Rate for Two-ton Lots. Per Ton. | 1st Class Rate. Per Ton. | To | Distance of Miles. | |
| | | | s. d. | s. d. | | | |
| A | Harwich - - - - | 167 | 14 2 | 22 6 | Liverpool - - - - | 97 | 1 |
| B | Swansea - - - - | 144 | 10 - | 13 4 | Warrington - - - - | 78 | 2 |
| D | Glasgow - - - - | 286 | 20 - | 31 8 | Lincoln - - - - | 92 | 3 |
| E | Dublin - - - - | 222 | 15 10 | 30 - | Derby - - - - | 42 | 4 |
| F | Newport (Mon.) - - | 103 | 8 4 | 16 8 | Ipswich - - - - | 157 | 5 |
| G | Cardiff - - - - | 109 | 8 4 | 16 8 | Leeds - - - - | 115 | 6 |
| | | | | | Peterborough - - - - | 96 | 7 |
| | | | | | Lancaster - - - - | 127 | 8 |
| | | | | | Sheffield - - - - | 79 | 9 |
| | | | | | Chesterfield - - - - | 65 | 10 |
| | | | | | Doncaster - - - - | 96 | 11 |
| | | | | | York - - - - | 130 | 12 |
| | | | | | Newcastle-on-Tyne - - | 215 | 13 |
| | | | | | Gateshead - - - - | - | 14 |
| | | | | | Shields - - - - | - | 15 |
| | | | | | Sunderland - - - - | - | 16 |
| | Collected and Delivered - - - - | | | | London - - - - | 113 | 17 |

The rates for two-ton lots to Harwich, Swansea, Glasgow, Dublin, Newport, and Cardiff, include collection, but not delivery.

The rates for Undamageable Iron and Iron at 1st Class Rate, "for export only," to Newcastle-on-Tyne, Gateshead, Shields, and Sunderland, are 14 s. 2 d. per ton and 20 s. per ton respectively. Could not the rates for the towns be made the same?

The rates for two-ton lots to Liverpool, Warrington, Lincoln, and Derby, include collection, but not delivery.

The rates for two-ton lots to the remaining places are station to station only.

N.B.—Distances on both sides calculated from Birmingham.

Appendix, No. 48.

PAPER handed in by Mr. Haydon.

from Bloomfield Basin, Tipton, Spon Lane, and Smethwick.

UNFAVOURABLE RATES.

| | Rate for Two-ton Lots. Per Ton. | 1st Class Rate. Per Ton. | Per-centage of Increase over A. | Rate per Ton in proportion to A. | Per-centage of Increase over B. | Rate per Ton in proportion to B. | Per-centage of Increase over D. | Rate per Ton in proportion to D. | Per-centage of Increase over E. | Rate per Ton in proportion to E. | Per-centage of Increase over F. | Rate per Ton in proportion to F. | Per-centage of Increase over G. | Rate per Ton in proportion to G. |
|----|--|--------------------------------|---------------------------------------|--|---------------------------------------|--|---------------------------------------|--|---------------------------------------|--|---------------------------------------|--|---------------------------------------|--|
| | s. d. | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. |
| 1 | 11 - | 16 8 | 34 27 | 8 2 13 1 | 63 35 | 6 9 12 4 | 63 55 | 6 9 10 9 | 59 28 | 5 11 13 - | 40 7 | 7 10 15 7 | 48 12 | 7 5 14 10 |
| 2 | 11 - | 16 8 | 74 58 | 6 7 10 6 | 103 68 | 5 5 9 11 | 103 90 | 5 5 8 9 | 100 66 | 5 6 10 6 | 70 32 | 6 3 12 7 | 85 38 | 5 11 12 - |
| 3 | 12 - | 20 - | 54 62 | 7 8 12 4 | 89 71 | 6 4 11 8 | 87 92 | 6 5 10 5 | 84 61 | 6 6 12 5 | 61 34 | 7 5 14 10 | 71 42 | 7 - 14 - |
| 4 | 6 8 | 12 6 | 90 120 | 3 6 5 8 | 128 134 | 2 11 5 4 | 128 167 | 2 11 4 8 | 122 120 | 3 - 5 8 | 100 85 | 3 4 6 9 | 110 94 | 3 2 6 5 |
| 5 | 17 6 | 30 - | 32 42 | 13 3 21 2 | 61 50 | 10 10 20 - | 59 79 | 11 - 16 9 | 49 41 | 11 2 21 3 | 36 11 | 12 10 25 5 | 45 24 | 12 - 24 - |
| 6 | 12 6 | 23 4 | 35 54 | 9 3 15 2 | 56 59 | 8 - 14 8 | 56 84 | 8 - 12 8 | 53 50 | 8 2 15 6 | 35 25 | 9 3 18 7 | 42 32 | 8 9 17 7 |
| 7 | 12 6 | 17 6 | 56 35 | 8 - 12 11 | 87 43 | 6 8 12 3 | 87 65 | 6 8 10 - | 83 42 | 6 10 12 11 | 61 13 | 7 9 15 6 | 70 19 | 7 4 14 8 |
| 8 | 15 - | 25 - | 39 46 | 10 9 17 1 | 69 54 | 8 10 16 2 | 69 80 | 8 10 14 - | 66 46 | 9 - 17 1 | 42 22 | 10 6 20 6 | 55 28 | 9 8 19 5 |
| 9 | 10 - | 20 - | 50 89 | 6 8 10 7 | 84 100 | 5 5 10 - | 81 128 | 5 6 8 9 | 79 87 | 5 7 10 8 | 58 56 | 6 4 12 9 | 66 65 | 6 - 12 1 |
| 10 | 9 2 | 17 6 | 66 100 | 5 6 8 9 | 103 112 | 4 6 8 3 | 103 144 | 4 6 7 2 | 96 100 | 4 8 8 9 | 74 66 | 5 3 10 6 | 86 76 | 4 11 9 11 |
| 11 | 13 4 | 20 - | 65 54 | 8 1 12 11 | 100 64 | 6 8 12 2 | 100 90 | 6 8 10 7 | 95 53 | 6 10 13 - | 72 95 | 7 9 10 3 | 81 36 | 7 4 14 8 |
| 12 | 15 - | 26 8 | 36 52 | 11 - 17 6 | 66 61 | 9 - 16 6 | 65 87 | 9 1 14 4 | 62 52 | 9 3 17 6 | 42 27 | 10 6 21 - | 51 30 | 9 11 19 2 |
| 13 | 19 2 | 31 8 | 5 9 | 18 2 28 11 | 27 15 | 15 - 27 4 | 27 33 | 15 - 23 9 | 25 9 | 15 4 29 - | 10 - | 17 4 34 9 | 16 - | 16 5 32 10 |
| 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | 15 - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Appendix, No. 49.

PAPER handed in by the *Chairman*.

TABLES of RATES prepared by Mr. *T. W. Holland*, of the Firm of *Hunts, Edmunds, & Co.*, Brewers, Banbury, to show that Burton, Wolverhampton, and Birmingham, and other Places, are favoured as against Banbury.

GREAT WESTERN RAILWAY COMPANY'S RATES for MERCHANDISE.

| From | To | Mileage. | 1st Class. | | 2nd Class. | | 3rd Class. | |
|---------------------|------------------|----------|------------|----|------------|----|------------|----|
| | | | s. | d. | s. | d. | s. | d. |
| Wolverhampton - - - | Bath - - - - | 145 | 20 | - | 23 | 4 | 28 | 4 |
| Birmingham - - - | - ditto - - - - | 131 | 16 | 8 | 20 | - | 25 | - |
| Banbury - - - - | - ditto - - - - | 87 | 18 | 4 | 22 | 6 | 28 | 4 |
| Wolverhampton - - - | Bristol - - - - | 156 | 17 | 6 | 20 | - | 25 | - |
| Birmingham - - - | - ditto - - - - | 142 | 14 | 2 | 17 | 6 | 22 | 6 |
| Banbury - - - - | - ditto - - - - | 98 | 18 | 4 | 23 | 4 | 28 | 4 |
| Wolverhampton - - - | Bridgwater - - - | 189 | 24 | 2 | 30 | - | 36 | 8 |
| Birmingham - - - | - ditto - - - - | 175 | 21 | 8 | 26 | 8 | 33 | 4 |
| Banbury - - - - | - ditto - - - - | 181 | 25 | - | 30 | - | 37 | 6 |
| Wolverhampton - - - | Dorchester - - - | 200 | 28 | 4 | 34 | 2 | 43 | 4 |
| Birmingham - - - | - ditto - - - - | 186 | 26 | 8 | 31 | 8 | 40 | - |
| Banbury - - - - | - ditto - - - - | 142 | 25 | - | 31 | 8 | 40 | - |
| Wolverhampton - - - | Exeter - - - - | 232 | 28 | 4 | 34 | 2 | 41 | 8 |
| Birmingham - - - | - ditto - - - - | 218 | 26 | 8 | 31 | 8 | 38 | 4 |
| Banbury - - - - | - ditto - - - - | 174 | 29 | 2 | 34 | 2 | 43 | 4 |
| Wolverhampton - - - | London - - - - | 136 | 25 | 10 | 30 | 10 | 36 | 8 |
| Birmingham - - - | - ditto - - - - | 122 | 22 | 6 | 28 | 4 | 34 | 2 |
| Banbury - - - - | - ditto - - - - | 78 | 20 | - | 24 | 2 | 29 | 2 |
| Wolverhampton - - - | Taunton - - - - | 201 | 25 | - | 30 | 10 | 38 | 4 |
| Birmingham - - - | - ditto - - - - | 187 | 23 | 4 | 28 | 4 | 35 | - |
| Banbury - - - - | - ditto - - - - | 143 | 27 | 6 | 32 | 6 | 41 | 8 |
| Wolverhampton - - - | Yeovil - - - - | 179 | 26 | 8 | 32 | 6 | 40 | - |
| Birmingham - - - | - ditto - - - - | 165 | 25 | - | 30 | - | 36 | 8 |
| Banbury - - - - | - ditto - - - - | 121 | 23 | 4 | 20 | 2 | 36 | 8 |

GREAT WESTERN RAILWAY COMPANY'S RATES for COAL.

| | | s. | d. |
|-------------------------|---------------------------|----|----|
| South Staffordshire - - | Banbury - - - - | 5 | 2 |
| Ditto - - - - | Cropredy - 3 miles less - | 4 | 3 |
| Ditto - - - - | Aynho - 6 miles more - | 5 | 1 |

N.B.—The Coal rate to October 1871 was 3 s. 11 d.

It was advanced 6 d. per ton up to the end of 1871.

In 1872 there were two advances of 3 d. and 6 d. It was alleged that these advances were made owing to the high price of locomotive fuel. Since then the price of fuel has returned to normal figures, but all attempts to obtain reduced rates of carriage have been ineffectual.

GREAT WESTERN RAILWAY RATES for BEER.

| From | To | Mileage. | Net Cost Per Barrel. |
|-----------------|----------------------|----------|-------------------------|
| | | | <i>s. d.</i> |
| Burton - - - - | Hatton - - - - | 52 | 1 11 |
| Banbury - - - - | ditto - - - - | 20 | 2 - |
| Burton - - - - | Leamington - - - - | 43½ | 1 11 |
| Banbury - - - - | ditto - - - - | 20 | 2 - |
| Burton - - - - | Knowle - - - - | 45½ | 2 - |
| Banbury - - - - | ditto - - - - | 33 | 2 3 |
| Burton - - - - | Pershore - - - - | 66 | 2 - |
| Banbury - - - - | ditto - - - - | 55 | 3 - |
| Burton - - - - | Solihull - - - - | 42 | 2 - |
| Banbury - - - - | ditto - - - - | 36 | 2 3 |
| Burton - - - - | Bearley - - - - | 57 | 2 8 |
| Banbury - - - - | ditto - - - - | 31 | 2 8 |
| Burton - - - - | Oxford - - - - | 94 | 2 8 |
| Banbury - - - - | ditto - - - - | 22 | 2 - |
| Burton - - - - | Southam-road - - - - | 59 | 2 - |
| Banbury - - - - | Warwick - - - - | 22 | 2 - |

LONDON AND NORTH WESTERN RAILWAY RATES for BEER.

| From | To | Mileage. | Net Cost per Barrel. |
|-----------------|---------------------------|----------|-------------------------|
| | | | <i>s. d.</i> |
| Burton - - - - | Stafford - - - - | 24 | 1 4 |
| Banbury - - - - | Blisworth - - - - | 20 | 2 8 |
| Burton - - - - | Hinckley - - - - | 36 | 1 4 |
| Banbury - - - - | Wolverton - - - - | 36 | 3 - |
| Burton - - - - | Leicester - - - - | 50 | 1 5 |
| Banbury - - - - | Rugby - - - - | 45 | 3 - |
| Burton - - - - | Northampton - - - - | 71 | 2 - |
| Banbury - - - - | Atherstone - - - - | 59 | 3 11 |
| Burton - - - - | Market Harborough - - - - | 64½ | 1 6 |
| Banbury - - - - | Syston - - - - | 59 | 4 - |
| Burton - - - - | Bletchley - - - - | 82 | 2 4 |
| Banbury - - - - | London - - - - | 78 | 4 - |
| Burton - - - - | Buckingham - - - - | 97 | 2 6 |
| Banbury - - - - | Stafford - - - - | 90 | 5 - |
| Burton - - - - | Worcester - - - - | 58 | 1 11 |
| Banbury - - - - | Atherstone - - - - | 59 | 3 11 |
| Burton - - - - | London - - - - | 127 | 3 2 |
| Banbury - - - - | ditto - - - - | 78 | 4 - |
| Burton - - - - | Bletchley - - - - | 82 | 2 4 |
| Banbury - - - - | ditto - - - - | 31 | 2 3 |
| Burton - - - - | Bicester - - - - | 102 | 2 10 |
| Banbury - - - - | ditto - - - - | 31 | 3 - |

| From | To | Mileage. | — | Price per Ton, C. and D. |
|--------------|---------------|----------|-------------|-----------------------------|
| | | | | <i>s. d.</i> |
| London - - - | Burton - - - | 127 | Hops - - - | 25 3 |
| Ditto - - - | ditto - - - | 127 | Grain - - - | 12 6 |
| Ditto - - - | ditto - - - | 127 | Sugar - - - | 21 8 |
| London - - - | Banbury - - - | 78 | Hops - - - | 29 2 |
| Ditto - - - | ditto - - - | 78 | Grain - - - | 13 4 |
| Ditto - - - | ditto - - - | 78 | Sugar - - - | 18 4 |

Appendix, No. 50.

PAPER handed in by the *Chairman*.LETTER from Mr. *Charles Markham* to the Chairman of the Committee.

Sir,

Staveley Coal and Iron Company, Limited,
Staveley Works, near Chesterfield, 30 June 1881.

HAVING been for many years an advocate of the Railway Commission, and for giving them increased and extended powers, I venture to offer an independent opinion upon the subject that your Committee have been appointed to report upon.

I have been connected with the railway system for upwards of 35 years. For 15 years I was assistant locomotive engineer on the Midland Railway. Since 1864 I have been the managing director of the Staveley Coal and Iron Company, Limited, and am at the present time a director of the Park Gate Company in Yorkshire, the Tredegar Company in Wales, the Newstead Colliery in Nottinghamshire, and the East Cannock Company in Staffordshire; besides having a pecuniary interest in several other coal and iron companies in different parts of the country.

I am of opinion that the Railway Commission is one of the most admirable tribunals that has ever been established in this country, as it is based on the principle of judges and jury.

I have reason to believe that the animosity shown by the railway companies to the Railway Commission is in a great measure due to a want of confidence in the legal members of the Commission. I would therefore strongly recommend that one of the most eminent judges should be selected to fulfil the duty of Chairman of the Commission.

I am clearly of opinion that the decisions of the Railway Commissioners should be final, and that no appeals should be allowed, as otherwise the utility of the Commission would be in a great measure destroyed by the appeals of the railway companies, as individuals would generally rather suffer injustice than bear the cost of appeals.

If the decisions of the Commission were inconsistent with equity the law should be altered and amended from time to time.

It is, I think, desirable that every railway company should be compelled to consolidate their Acts, so that the trading community might be enabled to understand them, and when additional powers are granted to railway companies all their previous Acts should be repealed, and all their powers consolidated and contained in one general Act.

It is, I think, highly desirable that the Railway Commissioners should have power to compel railway companies to abolish the toll bars which are frequently set up at the junctions with the different companies' lines, and that through rates should be given from one railway company to another upon the same terms and conditions as if the traffic was carried on one railway.

Railway companies are frequently unwilling to agree to special through rates, and the trade of the country is subject to great disturbance from the want of uniformity in through rates.

I am utterly opposed to equal mileage rates, and I think the policy of railway companies in conveying traffic to various parts of the country, and bringing it into competition, has been of great public advantage.

I believe the fairest and most equitable mode for the conveyance of coal and similar heavy traffic from Derbyshire, Yorkshire, and Durham, would be by a system of recognising the geographical position of each colliery or district, and giving to the collieries nearest the market some advantage over those at a greater distance. This could best be accomplished by fixing a fair uniform rate from the market to the centre of the coal field, and applying that rate to all the collieries, adding the working expenses to the rate from the nearest colliery to the most distant one. Under such a system the colliery nearest to the market would get some advantage, and it would permit of a fair competition from distant collieries. Such a system would possess in a great measure the advantages of the grouped districts, and would also recognise the geographical position and natural advantages of each colliery.

It is most desirable for the interests of the trade and industry of the country that special rates should be given for the conveyance of material to the sea, and if equal mileage rates are insisted upon the result would be that a large portion of the industry of the country would be absolutely destroyed or driven to the seaboard.

The existing rates from the centre of the country to the sea press with great severity upon the manufacturing industries in this locality, and with the severe competition that now exists it is almost impossible for inland manufacturers to supply heavy material for foreign parts except at a positive loss, and it is to be hoped that the railway companies will comply with the unanimous request of the traders of Sheffield and this locality, and still further extend the principle of granting special rates to the sea.

In the early history of the railway system uniform rates were adopted, but as the wants and requirements of the manufacturing population increased railway companies were compelled to recognise the necessity of granting special rates, and these special rates have been sanctioned and approved by all the eminent and intelligent railway managers, and their abolition would be most disastrous to the great body of the manufacturing community in the inland districts.

When a railway company carries the whole of the traffic that may be considered as legitimately connected with the system, and a manufacturer suggests some scheme by which an increased traffic can be brought upon the railway by the adoption of special rates, the wisdom of such a policy for increasing the traffic and benefiting the locality by increased industry, has been recognised by all intelligent railway managers.

For the past 17 years the Staveley Coal and Iron Company has received and forwarded by railway considerably more than a million tons of material per annum, and the various works of which I am now a director send and receive upwards of 3,000,000 *l.* tons of material per annum.

I have no hesitation in expressing my confident opinion that nearly the whole of this traffic is conveyed very considerably below the Parliamentary rates. It is, however, not improbable that some small per-centage of the traffic for stores and light material may be charged beyond the Parliamentary rates, but the proportion of such overcharges will, I believe, be extremely small.

I willingly express my opinion that the industrial pursuits of this country are largely indebted to the railway companies for the broad and comprehensive view they have taken of the requirements of the trading community.

It is in my judgment the duty of the railway companies to convey passengers and all material at the lowest possible rates, which will not only be advantageous to their customers, but in the long run will prove most beneficial to the interests of the shareholders.

To the Hon. Evelyn Ashley, M.P.,
Chairman of the Railway Committee,
House of Commons.

I am, &c.
(signed) *Charles Markham.*

Appendix, No. 51.

PAPER handed in by the *Chairman*.Letter from Mr. *Southall* to the Chairman of the Committee.

Sir,

73, New-street, Birmingham, 4 July 1881.

In returning the Minutes of Evidence, I would respectfully ask if a few additional facts might not be added. My purpose was to show that from such places as Yarmouth and Lowestoff, Tenby and Pwllheli, very poor supplies, instead of good, are sent; and, as in the case of Pwllheli, because of the high charges, it does not pay to have the herrings at all.

While from numbers of places in Scotland large quantities of fish are destroyed because the rate of charges prevent them being sent into market. And so of numbers of places in Ireland, they are to all intents and purposes closed to our salesmen, because, if goods are sent, they will make little, if anything more than the carriage charged. I have numerous cases where carriage and commission swallowed most of the money that the goods made. Thus, from Inverness, 12 barrels of sprats made 6*l.* 8*s.* 3*d.*, carriage 5*l.* 10*s.* 6*d.*, other expenses 6*s.* 3*d.*, returned 8*s.* 6*d.* Another case where, for 15 barrels of sprats, the unfortunate sender received 1*s.* 6*d.*

Wick.

For three barrels of cod and ling all that was returned was 3*s.* 8*d.*; four barrels, 10*s.* 11*d.*

Peterhead.

Ten barrels of herrings, though they made 3*l.* 18*s.*, carriage was 3*l.* 16*s.* 6*d.*

Banff.

Thirty-two barrels of herrings made 12*l.* 16*s.*, carriage and expenses 11*l.* 11*s.* 2*d.*

And the result of all this is that senders, having suffered loss once or twice, cease sending, and so the trade of the town is injured; for on sheets of our salesmen's statements I find this remark, "Nothing since;" "No further consignments."

And then this also deprives poor people of what should be a cheap as well as a good kind of food; for I hold that if the railway companies would carry at a reasonable rate, there is nothing to prevent an abundance of fish, &c., coming within the means of the poorest people. But as it is, the fishermen are half-starved, and the working classes are injured, all because charges are so out of proportion to the value of the goods and the trouble taken.

Yours, &c.

Hon. Evelyn Ashley.

(signed) *D. Southall.*

STATEMENT to show the high Charges, and how they affect the Sales and the Salesmen; from which it will be seen that, when the Market is good, the Railway Company claim the largest Share of the Money made, and, when bad, the Price made will not cover the Carriage charged.

[These are taken from the Books of some of our most respectable Salesmen.]

| WHERE FROM. | Class of Goods. | Price Made. | Carriage. | Salesman's Charges, &c. | Net Returns. | REMARKS. |
|-------------------|------------------------------|-------------|-----------|-------------------------|--------------|---|
| | | £. s. d. | £. s. d. | £. s. d. | £. s. d. | |
| Inverness - - - | 12 barrels of sprats - | 6 8 3 | 5 10 6 | - 6 3 | - 8 6 | |
| Ditto - - - | 15 " " - | 5 5 - | 4 17 6 | - 7 - | - 1 6 | |
| Ditto - - - | 10 " " - | 5 - 9 | 4 8 9 | - 7 6 | - 4 6 | |
| Dundee - - - | 8 " " - | 4 1 - | 3 8 - | - 9 - | 1 13 - | Good returns. |
| Ditto - - - | 3 " " - | 1 3 2 | - 19 2 | - 2 11 | - 1 1 | |
| Ditto - - - | 10 " herrings | 5 10 - | 3 8 - | - 9 - | 1 13 - | |
| Ditto - - - | 2 " cod - | - 18 4 | - 13 9 | - 1 4 | - 3 3 | Nothing since. |
| Peterhead - - - | 2 boxes of cod - | - 15 2 | - 8 - | - 2 3 | - 4 5 | |
| Ditto - - - | 10 barrels of salt herrings. | 3 18 - | 3 16 6 | - 7 4 | Loss, 4 2 | No consignment since. |
| Moneymore - - - | 1 barrel of greyling | - 18 - | - 13 - | - 1 - | - 3 10 | |
| Ditto - - - | 1 box of eels - | 4 3 5 | - 11 9 | - 4 2 | 3 7 6 | |
| Wick - - - | 5 barrels of plaice - | 3 3 10 | 1 16 - | - 5 5 | 1 2 5 | |
| Ditto - - - | 3 " cod - | 1 9 6 | 1 3 8 | - 2 2 | - 3 8 | |
| Ditto - - - | 4 " " - | 2 10 5 | 1 16 - | - 3 6 | - 10 11 | |
| Leith - - - | 17 " sprats - | 10 4 - | 5 10 6 | - 14 6 | 3 19 - | Very good return. |
| Ditto - - - | 10 " " - | 5 - - | 3 8 7 | - 7 6 | 1 3 11 | - ditto. |
| Ditto - - - | 6 " " - | 3 6 - | 2 8 9 | - 5 - | - 12 3 | |
| Ditto - - - | 3 " " - | 1 10 - | 1 1 - | - 2 3 | - 6 9 | |
| Ditto - - - | 10 " " - | 4 - - | 3 - - | - 6 6 | - 13 6 | |
| Ditto - - - | 22 " " - | 7 6 - | 6 11 3 | - 13 - | - 1 9 | 1 <i>s.</i> 9 <i>d.</i> to pay the sender. |
| Newhaven, N. B. - | 8 " " - | 2 13 6 | 2 14 4 | - 4 9 | Loss, 5 7 | Carriage 10 <i>d.</i> more than price paid. |
| Tralee - - - | 68 lbs. of salmon - | 3 2 4 | - 10 3 | - 3 11 | 2 8 2 | Carriage, 17 <i>s.</i> per cwt. |

Then while the rates are very high from Ireland, from Cork it is especially so, being 8s. 4d. per cwt.

Kippers can be sent from Yarmouth and Lowestoft to Rotterdam or Antwerp for 2s. per cwt., while to Birmingham the charge is 3s. 3d.

Oysters are brought from New York to Liverpool for 4s. 6d., while from Liverpool to Birmingham the carriage is from 3s. 6d. to 4s.

Mussels are brought to Birmingham from Rotterdam for 1s. 10½d. per cwt., but to send from Birmingham to Wolverhampton has been 1s. 2d. per cwt. for 14 miles.

That these high charges injure the trade of Birmingham is felt by all who understand the subject at all.

It is a well known fact that very large quantities of fish are destroyed, because when there is a large take and the prices made are lower, which is all absorbed by the rate of carriage. This is especially the case from the more distant parts of Scotland, while from Ireland a great number of places are practically closed to us because the railway charges are so high. The same may be said of Yarmouth and Lowestoft; while from Tenby and Brixham the trade is greatly hindered from the same cause.

I could furnish a great number of cases where our salesmen have lost the trade from different ports because of the excessive railway charges on their goods.

And then a painful part of the matter is, that the public, and especially the poor, are deprived of one of the best and most wholesome kinds of food, and one that might and ought to be one of the cheapest.

It seems to us a pity, if not a sin, that so many families cannot have fish any more than meat because of the high prices, while tons yearly are left to perish because it will not pay the fisherman or merchant to send it into market, because the carriage is so high.

Our association has been formed not only to protect the trade but the public, and especially the poor, and in their name we plead that something may be done to bring to them a cheap and good kind of food.

73, New-street, Birmingham.

D. Southall.

Appendix, No. 52.

PAPER handed in by Mr. *Nicholson*.

MEMORIAL of the Committee of the Manchester Guardian Society for the Protection of Trade.

To the SELECT COMMITTEE of the HOUSE OF COMMONS appointed to Inquire into the CHARGES of RAILWAY COMPANIES, CANAL COMPANIES, &c., for the Carriage of Merchandise, Minerals, Agricultural Produce, Parcels, Passengers, &c.

The MEMORIAL of the Committee of the Manchester Guardian Society for the Protection of Trade:

Showeth,

THAT your memorialists are the duly appointed executive of a society which has been in active existence for 54 years, and which now consists of upwards of 3,500 of the principal merchants, bankers, manufacturers, and wholesale and retail traders of the city of Manchester, the borough of Salford, and a large surrounding district.

That the members of such society have most extensive dealings with the several carrying companies of the district, and that your memorialists have frequently had their attention called to the injurious effects upon business caused by the inequality of railway rates of carriage; but that in consequence of this society having no *locus standi* before the Railway Commissioners, your memorialists have been unable to give effect to the complaints which have from time to time been made to them.

That, for obvious reasons, individual traders do not desire to appear before the Commissioners, and that it is therefore very desirable in the public interest that this and similar societies should have power to make representations to the Commissioners, with a view to the remedying of grievances of which their members may have just cause to complain.

Your memorialists therefore pray that your Honourable Committee will see fit to recommend Parliament to grant the power abovenamed.

Dated this 1st day of July 1881.

J. M. Kennett, President.
Saml. Tilzey, Secretary.

Appendix, No. 53.

PAPER handed in by Mr. *Kempson*.

RAILWAY RATES for CARRIAGE of IRON WIRE as under.

| From | To | Description of Goods. | Rate. |
|--|--|--|--|
| Birmingham - | London (113 miles) - | Black iron wire, if declared undam- ageable. | 22 s. 6 d. per ton, any quantity, large or small; or 2 d. and three-eighths per mile. |
| | | Bright iron wire, and not declared undamageable, collected and de- livered within usual limits. | 28 s. 4 d. per ton, or 3 d. per mile. |
| *Antwerp or Rotter- dam, or <i>vice versa</i> . | Birmingham (<i>via</i> Lon- don, 323 miles). | Iron wire of any description, packed or unpacked. | 16 s. 8 d. per ton, 2-ton lots and above, or three-eighths of 1 d. per mile; 21 s. 8 d. per ton under 2-ton lots. |
| Warrington - - - | London - - - | Iron wire, at owner's risk, for con- signments of over 500 lbs., from Warrington Station, including de- livery in London within ordinary limits. | 21 s. 8 d. per ton. |
| London - - - | Warrington (182 miles). | † Undamageable iron wire, and iron at owner's risk, as per Class A. Iron as per Class B., station to sta- tion, in 2-ton lots, or including de- livery by barge in London, within ordinary limits, on Thames, in 5-ton lots. | 17 s. 6 d. per ton; cartage 2 s. 4 d. per ton. 20 s. per ton. |

* *Via* London and General Steam Navigation Company.

† Thus Warrington manufacturers enjoy an advantage over us of more than 2 s. 6 d. per ton, and yet the distance is at least 60 miles farther.

The legal maximum rate chargeable for "undamageable" iron conveyed for a distance of 50 miles and over is 1 d. per ton per mile; under that distance, 1½ d. per ton; Act 9 & 10 Vict. c. 204, ss. 63 and 67.

(signed) *Thomas Leonard Jenkins*,
per *D. J. Kempson*.

Appendix, No. 54.

PETITION of the Birmingham and Midland Counties Grocers' Protection and Benevolent Association.

To the Honourable the Select Committee of the Commons of the United Kingdom of *Great Britain and Ireland* in Parliament assembled, appointed to inquire into the question of RAILWAY RATES.

The humble Petition of the "Birmingham and Midland Counties Grocers' Protection and Benevolent Association,"

Showeth,

THAT your Petitioners beg most respectfully to direct your attention to the excessive, irregular and differential charges imposed upon the carriage of goods in their trade by the railway companies.

That owing to the said companies withholding their classification book from your Petitioners, your Petitioners are left in the position of having to pay various and widely different rates on one and the same kind of goods, according to the caprice of the railway company's invoice clerk. Therefore, your Petitioners beg that they should be able to obtain such classification book from the said companies.

That the "scale charge" for goods under 500 lbs. is excessive and levied in an unjust manner, so as to impose a heavy and serious tax upon the retail trader, inasmuch that the latter, whose invoice weight in the aggregate much exceeds the 500 lbs., has, owing to the various items being under this weight, to pay a separate scale charge of 6 *d.* on each item, notwithstanding that the goods were bought from one house and all dispatched and delivered in one consignment. That such a system of charging shows this year (1881) an increase of nearly 20 % (twenty per cent.) as compared with the year 1877, as shown by one of your Petitioners in the statement attached hereto, marked (A.).

That goods dispatched in one parcel are frequently divided by the said companies to suit their own convenience, and then they exact the scale charge, notwithstanding the remonstrance of the consignee, who has to pay it, otherwise the goods, of which he may be in urgent need, are not delivered to him, and the latter has then to claim upon the said companies, and may or may not be refunded the overcharge.

That your Petitioners do not ask for an entire abolition of an extra charge being made on small items, but they would respectfully suggest that such items be confined to weight of 100 lbs.

Your Petitioners humbly beg that you will kindly give the foregoing Petition your consideration, and they will ever pray, &c.

Signed, on behalf of the Members of the Birmingham and Midland Counties Grocers' Protection and Benevolent Association.

Geo. Shelley,
President, Hockley Hill, Birmingham.

John Simmons,
Wholesale Grocer, Steethouse-lane, Birmingham.

Charles A. Webster,
Secretary, 28, High-street, Birmingham.

A.

RAILWAY RATES of Carriage on GOODS Charged in 1877 compar'd with same Charges in 1881.

| | Description. | Weight. | | | Rate. | Charge. | | | Present Rate, 1881. |
|--------------|-----------------------------|---------|------|-----------|---------|---------|----|----|------------------------|
| | | Tons. | cwt. | qrs. lbs. | | £. | s. | d. | |
| 18 Jan. 1877 | 1 Chest Tea - - - - | 0 | 1 | 1 6 | 34 2 | - | 2 | 3 | - 2 11 |
| 22 " | 1 Case Snuff - - - - | 0 | 0 | 3 6 | No rate | - | 2 | - | - 2 8 |
| 25 " | 5 Firkins Soft Soap - - - - | 0 | 3 | 0 14 | 22 6 | - | 3 | 7 | - 3 10 |
| 1 Feb. " | Case Jam - - - - | 0 | 1 | 0 27 | 1 5 | - | 1 | 9 | - 1 11 |
| 5 " | 1 Chest Tea - - - - | 0 | 0 | 3 24 | 34 2 | - | 1 | 9 | - 2 3 |
| 5 " | 1 Hamper Grocery - - - - | 0 | 1 | 1 0 | 34 2 | - | 2 | 2 | - 2 8 |
| 5 " | Bag Peas - - - - | 0 | 1 | 0 14 | No rate | - | 1 | 1 | - 1 4 |
| 5 " | Bag Sago - - - - | 0 | 1 | 1 15 | 1 5 | - | 1 | 11 | - 2 3 |
| 8 " | 5 Cases Salmon - - - - | 0 | 3 | 0 4 | 20 10 | - | 3 | 8 | - 4 - |
| 8 " | 4½ Chests Tea - - - - | 0 | 3 | 0 13 | 34 2 | - | 5 | 4 | - 5 11 |
| 19 " | 1 Case Coffee - - - - | 0 | 2 | 2 26 | 28 4 | - | 3 | 11 | - 4 4 |
| 20 " | 1 Chest Tea - - - - | 0 | 1 | 0 13 | 34 2 | - | 1 | 11 | - 2 5 |
| 21 " | 2½ Chests Tea - - - - | 0 | 0 | 3 21 | 34 2 | - | 1 | 9 | - 2 3 |
| 22 " | 2 Bags Seeds - - - - | 0 | 1 | 3 14 | 23 4 | - | 2 | 1 | - 2 7 |
| 26 " | 1 Chest Tea - - - - | 0 | 1 | 0 11 | 34 2 | - | 1 | 11 | - 2 5 |
| 6 March " | 1 Chest Tea - - - - | 0 | 1 | 0 10 | 34 2 | - | 1 | 10 | - 2 5 |
| 16 " | 1 Case - - - - | 0 | 3 | 0 0 | 7 - | - | 1 | 9 | - 2 - |
| 19 " | 2½ Chests Tea - - - - | 0 | 1 | 3 1 | 34 2 | - | 3 | 1 | - 3 9 |
| 27 " | 8 Cuds. Tea - - - - | 0 | 2 | 0 0 | 34 2 | - | 3 | 5 | - 4 - |
| 23 " | Marmalade - - - - | 0 | 2 | 1 15 | 20 - | - | 2 | 6 | - 2 9 |
| 28 " | Cask Jam - - - - | 0 | 1 | 3 9 | 1 5 | - | 2 | 7 | - 2 9 |
| 4 April " | 12 Cuds. Tea - - - - | 0 | 3 | 0 0 | 34 2 | - | 5 | 2 | - 5 9 |
| 6 " | 2½ Chests Tea - - - - | 0 | 1 | 1 10 | " | - | 2 | 3 | - 2 11 |
| 10 " | 2½ Chests Tea - - - - | 0 | 1 | 0 14 | " | - | 1 | 11 | - 2 5 |
| 12 " | 2½ Chests Tea - - - - | 0 | 1 | 1 14 | " | - | 2 | 5 | - 2 11 |
| 21 " | Scented Soap - - - - | 0 | 1 | 0 0 | " | - | 1 | 6 | - 1 11 |
| 25 " | 2 Chests Tea - - - - | 0 | 2 | 0 21 | " | - | 3 | 9 | - 4 4 |
| 4 May " | 2½ Chests Tea - - - - | 0 | 1 | 1 16 | " | - | 2 | 5 | - 3 2 |
| 4 " | 1 Chest Tea - - - - | 0 | 1 | 1 0 | " | - | 2 | 2 | - 2 8 |
| 24 " | 1 Chest Tea - - - - | 0 | 0 | 3 26 | " | - | 1 | 9 | - 2 3 |
| 15 June " | 2 Bags Tapioca - - - - | 0 | 2 | 3 6 | 1 5 | - | 4 | - | - 4 6 |
| 26 " | 1 Hamper Grocery - - - - | 0 | 1 | 0 21 | 1 8½ | - | 2 | 1 | - 2 8 |
| 26 " | 1 Cask Sugar - - - - | 0 | 3 | 2 6 | 11 8 | - | 2 | 1 | - 2 5 |
| 28 " | 1 Chest Tea - - - - | 0 | 0 | 3 23 | 34 2 | - | 1 | 9 | - 2 3 |
| 11 July " | 10 Cuds. Tea - - - - | 0 | 2 | 2 0 | 34 2 | - | 4 | 3 | - 4 10 |
| | 3½ Chests Tea - - - - | 0 | 2 | 0 11 | " | - | 4 | 1 | - 4 2 |
| | 4½ Chests Tea - - - - | 0 | 1 | 3 22 | " | - | 3 | 4 | - 4 - |
| | 1 Chest Tea - - - - | 0 | 1 | 0 10 | " | - | 1 | 11 | - 2 5 |
| 21 July " | 1½ Chest Tea - - - - | 0 | 0 | 3 1 | " | - | 1 | 9 | - 2 3 |
| 3 Aug. " | Bag Tapioca - - - - | 0 | 1 | 2 8 | 1 5 | - | 2 | 3 | - 2 9 |
| 9 " | Cask Jam - - - - | 0 | 2 | 0 2 | 1 5 | - | 2 | 11 | - 3 5 |
| 11 " | 2½ Chests Tea - - - - | 0 | 1 | 1 10 | 34 2 | - | 2 | 4 | - 2 11 |
| 16 " | Cask Marmalade - - - - | 0 | 2 | 2 6 | 20 10 | - | 2 | 9 | - 3 2 |
| 30 " | 3 Firkins Butter - - - - | 0 | 2 | 1 0 | 40 - | - | 4 | 6 | - 5 - |
| 21 " | 1 Chest Tea - - - - | 0 | 1 | 0 10 | 34 2 | - | 1 | 10 | - 2 5 |
| | 1½ Chest Tea - - - - | 0 | 0 | 2 17 | " | - | 1 | 9 | - 1 9 |
| 22 " | 2½ Chests Tea - - - - | 0 | 1 | 1 20 | " | - | 2 | 6 | - 3 2 |
| 22 " | 1 Chest Tea - - - - | 0 | 1 | 0 26 | " | - | 2 | 1 | - 2 8 |
| | 1½ Chest Tea - - - - | 0 | 0 | 2 14 | " | - | 1 | 1 | - 1 6 |
| 28 " | 4 Cuds. Tea - - - - | 0 | 1 | 0 0 | " | - | 1 | 9 | - 2 3 |
| | 1 Bag Rice - - - - | 0 | 2 | 0 3 | 17 6 | - | 1 | 9 | - 2 3 |
| 4 Sept. " | 4 Cuds. Tea - - - - | 0 | 1 | 0 0 | 34 2 | - | 1 | 9 | - 2 3 |
| | 1 Chest Tea - - - - | 0 | 1 | 0 21 | " | - | 2 | 1 | - 2 8 |
| 7 " | 1 Cask Jam - - - - | 0 | 1 | 0 21 | 1 5 | - | 1 | 0 | - 2 2 |
| 8 " | Cask Pepper - - - - | 0 | 1 | 0 10 | 1 8½ | - | 1 | 11 | - 2 8 |
| | Case Sardines - - - - | 0 | 1 | 0 10 | 1 5 | - | 1 | 7 | - 2 - |
| 8 " | Cask Jam - - - - | 0 | 3 | 1 16 | 1 5 | - | 4 | 9 | - 5 5 |
| 25 " | Cask Good Rice - - - - | 0 | 1 | 2 0 | 1 8½ | - | 2 | 7 | - 3 2 |
| | Cask Linseed Meal - - - - | 0 | 1 | 0 0 | " | - | 1 | 9 | - 2 3 |
| TOTAL - - - | | 4 | 17 | 0 3 | - | £.7 | 6 | 6 | 8 15 1 |

Appendix, No. 55.

PAPERS handed in by Mr. *Grierson*.MEMORANDUM by Mr. *Grierson*.

IN answer to Question 12999, Mr. Grierson offered to put in certain clauses of Canal, Tramway, and Railway Acts, bearing upon the question of Terminal Charges, as, in order to save the time of the Committee, he refrained from reading them.

Attached hereto are the clauses which it appears desirable should be put in as an Appendix to his evidence, as in some cases the Acts are out of print, and, therefore, difficult to refer to, while they tend to show that the clauses in the earlier Railway Acts were, to a great extent, based on those in the Canal and Tramways Acts, and what may be called terminals were recognised by Parliament even in the case of canals.

LIST of CANAL, TRAMROAD, and RAILWAY ACTS.

| | | | | |
|----|---|------|-----|-----------|
| A. | Worcester and Birmingham Canal - - - - - | 1791 | - - | Clause 65 |
| B. | - - ditto - - ditto - - - - - | 1791 | - - | " 66 |
| C. | - - ditto - - ditto - - - - - | 1791 | - - | " 67 |
| D. | Monmouthshire Tramroad - - - - - | 1802 | - - | " 15 |
| E. | Stratford and Moreton Tramroad - - - - - | 1821 | - - | " 67 |
| F. | - - ditto - - ditto - - - - - | 1821 | - - | " 68 |
| G. | - - ditto - - ditto - - - - - | 1821 | - - | " 71 |
| H. | Avon and Gloucester Tramroad - - - - - | 1828 | - - | " 101 |
| I. | - - ditto - - ditto - - - - - | 1828 | - - | " 102 |
| J. | - - ditto - - ditto - - - - - | 1828 | - - | " 106 |
| K. | - - ditto - - ditto - - - - - | 1828 | - - | " 107 |
| L. | Stockton and Darlington Railway - - - - - | 1821 | - - | " 62 |
| M. | - - ditto - - ditto - - - - - | 1821 | - - | " 87 |
| N. | - - ditto - - ditto - - - - - | 1821 | - - | " 88 |
| O. | - - ditto - - ditto - - - - - | 1821 | - - | " 89 |
| P. | - - ditto - - ditto - - - - - | 1821 | - - | " 92 |
| Q. | Birmingham Canal (Consolidation) - - - - - | 1835 | - - | " 129 |
| R. | Great Western Railway - - - - - | 1835 | - - | " 164 |
| S. | - - ditto - ditto - - - - - | 1835 | - - | " 166 |
| T. | - - ditto - ditto - - - - - | 1835 | - - | " 167 |
| U. | Great North of Scotland (Consolidation) - - - - - | 1859 | - - | " 60 |
| V. | - - - - ditto - - ditto - - - - - | 1859 | - - | " 61 |
| X. | North Staffordshire - - - - - | 1847 | - - | " 85-87 |
| Y. | - - ditto - - - - - | 1879 | - - | " 25-26 |
| Z. | - - ditto - - - - - | 1880 | - - | " 13 |

WORCESTER AND BIRMINGHAM CANAL ACT, 1791.

(31 Geo. 3, c. 59.)

Clause 65. Provided always, and be it further enacted, that any lord or lords of any manor or manors, or the owner or owners of any lands or grounds through which the said canal shall be made, may erect or use any wharfs, quays, landing places, cranes, weigh beams, or warehouses, in or upon their respective lands, grounds, or wastes adjoining or near to the said canal, and may land any goods or other things upon such wharfs, quays, or landing places, or upon the banks lying between the same and the said canal; and also may make and use proper and convenient places for boats and other vessels to lie in, turn, and pass by each other, so that the making or using thereof do not obstruct or prejudice the navigation of the said canal, or any towing path on the sides thereof, and all rates that shall be paid for the use and benefit of the said wharfs, quays, landing places, cranes, weigh beams, and warehouses respectively, shall be, and the same are hereby vested in the lord or lords of such manor or manors, or the owner or owners of such lands or grounds, who shall make and erect the same as aforesaid, his, her, and their heirs and assigns.

Clause 66. Provided also, that if any such lord or lords, owner or owners, shall not within the space of twelve calendar months next after notice given in writing to him or them, by or on behalf of the said company of proprietors, that any part or parts of such lands, grounds, or wastes, is or are intended to be used by them for the purpose of erecting warehouses and buildings for the use of the said navigation, or for making and laying out necessary and convenient roads for the conveyance of goods to and from the said canal, make, erect, and lay out, and from time to time maintain and keep in good and substantial repair, such proper and sufficient warehouses, buildings, and roads, for the use of the said navigation, as the said Commissioners shall think necessary, and on the respective part or parts of the lands and grounds described in such notice, that then the said company of proprietors shall have full power and authority, without any hindrance, or restraint whatsoever, to make use of such lands, grounds, or wastes, for erecting and building proper and sufficient warehouses and buildings, and making and laying out necessary and convenient roads to and from the said canal, agreeable to such notice as aforesaid, first making satisfaction for the same in such manner as is directed with respect to other lands or grounds which shall be taken or used for the purpose of this Act.

Clause 67. Provided also, and be it further enacted, that nothing herein contained shall authorise or empower the said company of proprietors, or any other person or persons, to make use of any wharf, quay, landing place, crane, weigh beam, or warehouse, which shall be set out, erected, or made by any lord or lords of any manor or manors, or the owner or owners of any lands or grounds adjoining, or near to the said canal, for his, her, or their own private use only; nor to set up, erect, repair, or use any cranes or weighing machines, in or upon any such wharf, quay, or landing place; and that no more than the sum of one penny halfpenny per ton shall be demanded or taken by any lord or lords, landowner or landowners, who shall or may make, erect, or build, any wharf, or quay, or make, or lay out any roads to and from the said canal, in pursuance of the notice to be given, by or on behalf of the said company of proprietors to such lord or lords, owner or owners, for that purpose, as aforesaid, for the wharfrage of coal, lime, limestone, clay, iron, timber, stone, brick, tile, slate, or gravel, nor more than threepence a ton for the wharfrage of any other goods or things, where the same shall be respectively placed and remain upon such wharfs or quays, and shall not continue thereupon for a longer space of time than six days: Provided always, that it shall be lawful for the said company of proprietors to erect, repair, and use any cranes or weighing machines upon any such wharfs or quays last mentioned, for the more convenient loading and unloading, and weighing of any such coals, or other goods or things, in case the proprietors of such wharfs or quays shall refuse to make and erect the same within three calendar months after they shall have received notice in writing for that purpose from the said company of proprietors, or when so erected neglect or refuse to keep the same in repair; anything contained in this Act to the contrary hereof notwithstanding.

MONMOUTHSHIRE TRAMROAD ACT, 1802.

(42 Geo. 3, c. 115.)

Clause 15. And be it further enacted, that if the owner or owners of any land or ground adjoining or near to the River Usk shall not, within twelve calendar months after notice in writing in that behalf shall be given to him, her, or them, or left at his, her, or their dwelling-house or usual or last known place of abode by or on behalf of the said company of proprietors of the Monmouthshire Canal Navigation, or by or on the behalf of the Sirhowy Tramway Company, lay out and make and from time to time keep in good repair such wharf or wharfs upon his, her, or their said land or ground as the Commissioners appointed or to be appointed by or in pursuance of the said first recited Act shall deem

necessary

necessary or expedient to be made for the use and accommodation of the persons conveying iron, coals, and other commodities upon the railways or tramroads to be made in pursuance of this Act, then and in every such case it shall be lawful for the said company of proprietors of the Monmouthshire Canal Navigation, or in case of their refusal, for the said Sirhowy Tramroad Company to make and maintain such wharf or wharfs, and to take and use so much of the said land or ground as shall be necessary for that purpose, and to do all such acts, matters, and things in and about, or for the making, repairing, preserving, maintaining, and using of the same as shall be found expedient, making satisfaction for the land or ground so to be taken or used, and for all damages to be done to any person or persons by means of the exercise of such last-mentioned powers and authorities, in such and the same manner as for any other land or ground to be taken or used for the purposes of this Act, and for the damages to be done in the exercise of any other of the powers and authorities hereby granted; and that all such wharfs as aforesaid, whether made by the owner or owners of the land or ground or by either of the said companies, shall be public and open to all persons for the purpose of depositing their iron, coal, and other commodities thereon upon the payment of such rates, tolls, or duties, as shall be demanded for the same, not exceeding the rates, tolls, or duties by the said hereinbefore mentioned Act authorised to be taken by the owners of wharfs to be made as therein mentioned for the wharfage of the like articles.

STRATFORD AND MORETON TRAMWAY ACT, 1821.

(1 & 2 Geo. 4, c. 63.)

Clause 67. And be it further enacted, that it shall be lawful for the lord or lords, lady or ladies, of any manor or manors, and the owner or owners of such works, lands, or grounds near to, through, or by which the said railway or tramroad or collateral branch, or any part thereof, shall be made, to erect and use any wharfs, landing places, cranes, weigh beams, or warehouses, in or upon his, her, or their respective waste lands or grounds adjoining or near to the said railway or tramroad or collateral branch, and to land any goods or other things upon such wharfs or landing places, or upon the banks lying between the same and the said railway or tramroad or collateral branch, or any part thereof, and also to make and use proper and convenient places for waggons, carts, and other carriages to lie and turn in and pass each other, so that the making or using thereof do not obstruct or prejudice the passage of the said railway or tramroad or collateral branch; and that all rates which shall be paid for the use of such wharfs, landing places, cranes, weigh beams, and warehouses respectively, shall be, and the same are hereby accordingly vested in the lord or lords, lady or ladies, of such manors, or the owner or owners of such lands or grounds, who shall make and erect the same as aforesaid, and his, her, or their representatives.

Clause 68. Provided always, and be it further enacted, that if any such lord or lords, lady or ladies, owner or owners shall not within the space of two months next after notice in writing to him, her, or them given, or left at his, her, or their last or most usual place or places of abode, by or on behalf of the said company of proprietors, signifying that any part of such wastes, lands, or grounds is necessary or proper to be used by them for the purpose of erecting and making wharfs, landing places, warehouses, and buildings for the use of the said railway or tramroad, or collateral branch, make, erect, and lay out, and from time to time maintain and keep in good and substantial repair, such proper and sufficient wharfs and landing places, warehouses, and buildings, for the use of the said railway or tramroad or collateral branch, as any three justices for the county shall think necessary on the respective part or parts of the wastes, lands, and grounds described in such notice, then and in every or any such case the said company of proprietors shall have full power and authority without any hindrance or restraint whatever, to make use of such wastes, lands, or grounds (not being the ground whereon any house or other building stands, or any garden, orchard, yard, park, planted walk, or any avenue to any house) for erecting and building proper and sufficient wharfs, landing places, warehouses, and buildings, agreeably to such notice to be delivered as aforesaid.

Clause 71. And be it further enacted, that no more than the sum of one penny per ton shall be demanded or taken by any such lord or lords, lady or ladies, landowner or owners who shall make, erect, or build any such wharfs or quays in pursuance of the notice to be given by or on behalf of said company of proprietors to such lord or lords, lady or ladies, owner or owners, for that purpose as aforesaid, or by the said company of proprietors themselves, under the power therein for that purpose contained (as the case may be) for the wharfage of coals, culm, lime, limestone, clay, iron, ironstone, lead ore, or any other ores, timber, stone, brick, tiles, slates, gravel or other things, nor more than threepence for the warehousing of every package not exceeding fifty-six pounds weight, nor more than sixpence for the warehousing of every package above fifty-six pounds weight, and not exceeding five hundred pounds weight, and not more than one shilling per ton for the warehousing any package exceeding five hundred pounds weight which shall be respectively placed upon any of the wharfs or warehouses hereby authorised to be made, and which shall be placed and remain in and upon any such wharfs, quays, or warehouses, and shall not continue thereupon for a longer space of time than forty-eight hours: Provided always, that in case any of the said articles shall be left and remain in and upon any such wharfs, quays,

or warehouses over and above the time hereby limited for the same respectively, then the owner or owners of such articles shall pay to the proprietors of such wharfs, quays, or warehouses, the further sum of one penny per ton for wharfage, and one shilling per ton for warehousing for the next ten days, and the further sum of one penny or threepence respectively per ton for every further day which such articles shall remain upon such wharf, quays, or warehouses after the expiration of the said ten days: Provided also, that it shall be lawful for the said company of proprietors to erect, repair, and use any cranes, or weighing machines upon any such wharfs or quays last mentioned, for the more convenient loading and unloading and weighing of any such minerals or other goods, wares, merchandise, or commodities in case the proprietors of such wharfs or quays shall refuse or neglect to make and erect the same for the space of three calendar months after they shall have received notice in writing for that purpose from the said company of proprietors, or when so erected neglect or refuse to keep the same in repair: anything in this Act contained to the contrary thereof notwithstanding.

AVON AND GLOUCESTER TRAMWAY ACT, 1828.

(9 Geo. 4, c. 94.)

Clause 101. And be it further enacted, that it shall be lawful for the lord or lords, lady or ladies, of any manor or manors, and the owner or owners of any lands or grounds next to, or by which the said railway or tramroad, or any part thereof, shall be made, to erect and use any wharfs, yards, landing places, cranes, weigh beams, or warehouses, in or upon his, her, or their respective wastes, lands, or grounds adjoining or near to the said railway or tram road or any of them, and to land any goods or other things upon such wharfs, yards, or landing-places, or upon the banks lying between the same and the said railway or tramroad or any part thereof, and also to make and use proper and convenient places for waggons, carts, and other carriages to lie and turn in and pass each other, so that the making or using thereof do not obstruct or prejudice the passage of the said railway or tramroad; and that all rates or tolls which shall be paid for the use of such wharfs, yards, landing places, cranes, weigh beams, and warehouses respectively shall be of no greater amount than the rates and tolls hereby authorised to be taken by the said company for the wharfage of all goods, commodities, articles, matters, and things loaded, landed, or placed in or upon the wharfs of the said company: and the same rates or tolls shall be, and the same are hereby accordingly vested in the lord or lords, lady or ladies, of such manors, or the owner or owners of such lands or grounds who shall make and erect the same as aforesaid, and his, her, or their representatives, so that the rates and powers herein granted to the said company of proprietors be not thereby reduced, altered, or infringed.

Clause 102. Provided always nevertheless, and be it enacted, that if any such lord or lords, lady or ladies, owner or owners, shall not, within the space of two calendar months next after notice given in writing to him, her, or them, or left at his, her, or their last usual place or places of abode by or on behalf of the said company of proprietors, signifying that any part of such wastes, lands, or grounds is necessary or proper to be used by them for the purpose of erecting and making wharfs, yards, landing places, warehouses, and buildings for the use of the said railway or tramroad, or for making or laying out necessary and convenient roads for conveyance of goods to and from the said railway or tramroad, and to and from such wharfs, yards, landing places, and warehouses, make, erect, and lay out, and from time to time maintain and keep in good and substantial repair such proper and sufficient wharfs, yards, or landing places, warehouses, buildings, and roads for the use of the said railway or tramroad as any two or more justices of the peace for the said county of Gloucester shall think necessary on the respective part or parts of the wastes, lands, and grounds described in such notice, then and in every or any such case the said company of proprietors shall have full power and authority, without any hindrance or restraint whatsoever, to make use of such wastes, lands, or grounds, not being the ground whereon any house or other building stands, or a garden, orchard, yard, park, planted walk, or an avenue to a house (except as hereinbefore is mentioned or referred to), for erecting and building proper and sufficient wharfs, yards, landing places, warehouses, and buildings, and making and laying out necessary and convenient roads to and from the said railway or tramroad, and to and from such wharfs, yards, landing places, and warehouses, agreeably to such notice, to be delivered as aforesaid.

Clause 106. And be it further enacted, that no more than the sum of one penny per ton shall be demanded or taken by any such lord or lords, lady or ladies, landowner or owners, who shall make, erect, or build any such wharfs, yards, or quays, in pursuance of the notice to be given by or on behalf of the said company of proprietors to such lord or lords, lady or ladies, owner or owners, for that purpose as aforesaid, or by the said company of proprietors themselves under the power herein for that purpose contained (as the case may be) for the wharfage of coals, culm, lime, limestone, clay, iron, ironstone, iron ore, lead ore, or any other ores, timber, stone, bricks, tiles, slates, gravel, or other things, not more than twopence for the warehousing of every package not exceeding fifty-six pounds weight, nor more than fourpence for the warehousing of every package above three hundred pounds weight, and not exceeding six hundred pounds weight; and not more than sixpence per ton for the warehousing any package exceeding one thousand

pounds weight, which shall be respectively placed upon any of the wharfs, yards, or warehouses hereby authorised to be made, and which shall be placed and remain in and upon any such wharfs, yards, quays, or warehouses, and shall not continue thereupon for a longer space of time than fourteen days: Provided always, that in case any of the said articles shall be left and remain in and upon any such wharfs, yards, quays, or warehouses over and above the time hereby limited for the same respectively, then the owner or owners of such articles shall pay to the proprietors of such wharfs, yards, quays, or warehouses, the further sum of one penny per ton for wharfage, and twopence per ton for warehousing for the next three days, and the like sum of one penny or two-pence respectively per ton for every further three days which such articles shall remain upon such wharfs, yards, quays, or warehouses: Provided also, that it shall be lawful for the said company of proprietors to erect, repair, and use any cranes or weighing machines upon any such wharfs, yards, or quays last mentioned, for the more convenient loading and unloading and weighing of any such minerals, or other goods, wares, merchandise, or commodities, in case the proprietors of such wharfs, yards, or quays shall refuse or neglect to make and erect the same for the space of two calendar months after they shall have received notice in writing for that purpose from the said company of proprietors, or when so erected, neglect or refuse to keep the same in repair, anything in this Act contained to the contrary thereof notwithstanding.

Clause 107. And be it further enacted, that it shall be lawful for the said company to ask, demand, receive, and take for the use of the cranes to be erected or made in pursuance of or under the authority of this Act, before the same shall be used, such sum or sums of money as the said company may from time to time order or direct, not exceeding for any weight to be raised at one single lift of the crane, being less than two tons, the sum of 6*d.* per ton; for any weight to be raised at one single lift of two tons and less than three tons, the sum of 1*s.* per ton; for any weight to be raised at one single lift of three tons and less than four tons, the sum of 1*s.* 6*d.* per ton; and so progressively advancing 6*d.* per ton on each additional weight of one ton to be raised at one single lift of the crane, and in all cases in the same proportion of any fraction of a ton.

STOCKTON AND DARLINGTON RAILWAY ACT, 1821.

(1 & 2 Geo. 4, c. 44.)

Clause 62. And in consideration of the great charge and expense which the said company of proprietors must incur and sustain in making and maintaining the said railways or tramroads, and other the works hereby authorised to be made and maintained: be it further enacted, that it shall and may be lawful for the said company of proprietors, from time to time, and at all times hereafter, to ask, demand, take, recover, and receive, to and for the use and benefit of the said company of proprietors for the tonnage of all goods, wares, and merchandise, and other things which shall be carried or conveyed upon the said railways or tramroads, or upon any part thereof, the rates, tolls, and duties hereinafter mentioned: that is to say,

For all limestone, materials for the repair of turnpike roads or highways, and all dung, compost, and all sorts of manure, except lime, which shall be carried or conveyed upon the said railways or tramroads, such sum as the said company of proprietors shall from time to time direct or appoint, not exceeding the sum of fourpence per ton per mile.

For all coal, coke, culm, cinders, stone, marl, sand, lime, clay, ironstone, and other minerals, building stone, pitching and paving stone, bricks, tiles, slates, and all gross and unmanufactured articles, and building materials, such sum as the said company of proprietors shall from time to time direct and appoint, not exceeding the sum of fourpence per ton per mile.

For all lead in pigs or sheet, bar iron, waggon tire, timber, staves, and deals, and all other goods, commodities, wares and merchandises, such sum as the said company of proprietors shall from time to time direct and appoint, not exceeding the sum of sixpence per ton per mile.

For all the articles, matters, and things for which a tonnage is hereinbefore directed to be paid, which shall pass the inclined planes upon the said railways or tramroads, such sum as the said company of proprietors shall appoint, not exceeding the sum of one shilling per ton.

And for all coal which shall be shipped on board of any vessel or vessels in the port of Stockton-upon-Tees aforesaid, for the purpose of exportation, such sum as the said company of proprietors shall appoint, not exceeding the sum of one halfpenny per ton per mile.

Clause 87. And be it further enacted, that it shall be lawful for the lord or lords, lady or ladies of any manor, and the owner or owners of such lands or grounds near to, through, or by which the said railways or tramroads, or any part thereof shall be made, to erect and use any wharfs, landing places, cranes, weigh beams or warehouses, in or upon his, her, or their respective wastes, lands, or grounds, adjoining or near to the said railways or tramroads,

roads, or any of them, and to land any goods or other things upon such wharfs or landing places, or upon the banks lying between the same and the said railways or tramroads, or any part thereof, and also to make and use proper and convenient places for waggons, carts, and other carriages, to lie and turn in and pass each other, so that the making or using thereof do not obstruct or prejudice the passage of the said railways or tramroads: and that all rates or tolls which shall be paid for the use of such wharfs, landing places, cranes, weigh beams, and warehouses respectively, shall be, and the same are hereby accordingly vested in the lord or lords, lady or ladies of such manors, or the owner or owners of such lands or grounds who shall make and erect the same as aforesaid, and his, her, or their representatives, so that the rates and powers herein granted to the said company of proprietors be not thereby reduced, altered, or infringed.

Clause 88. And be it further enacted, that if any such lord or lords, lady or ladies, owner or owners, shall not within the space of three calendar months next after notice given in writing to him, her, or them, or left at his, her, or their last or usual place or places of abode, by or on behalf of the said company of proprietors, signifying that any part of such waste lands or grounds is necessary or proper to be used by them for the purpose of erecting and making wharfs, landing places, warehouses, and buildings, for the use of the said railways or tramroads, or for making or laying out necessary and convenient roads for conveyance of goods to and from the said railways or tramroads, make, erect, and lay out, and from time to time maintain and keep in good and substantial repair, such proper and sufficient wharfs or landing places, warehouses, buildings, and roads for the use of the said railways or tramroads, as any two or more justices of the peace for the said county of Durham shall think necessary on the respective part or parts of the waste lands and grounds described in such notice, then and in every or any such case the said company of proprietors shall have full power and authority, without any hindrance or restraint whatsoever, to make use of such waste lands or grounds, not being the ground whereon any house or other building stands, or a garden, orchard, yard, park, planted walk, or an avenue to a house (except as hereinbefore is mentioned or referred to), for erecting and building proper and sufficient wharfs, landing places, warehouses, and buildings, and making and laying out necessary and convenient roads to and from the said railways or tramroads, agreeably to such notice to be delivered as aforesaid.

Clause 89. And be it further enacted, that the said company of proprietors shall make satisfaction for the lands or grounds taken and used by them, for the purpose of making any such wharfs, landing places, warehouses, buildings, and roads as aforesaid, in such manner as is herein directed with respect to any other lands or grounds which shall be taken or used by the said company of proprietors for the purposes of this Act.

Clause 92. And be it further enacted, that no more than the sum of one penny per ton shall be demanded or taken by any such lord or lords, lady or ladies, landowner or owners, who shall make, erect, or build any such wharfs or quays, in pursuance of the notice to be given by or on behalf of the said company of proprietors to such lord or lords, lady or ladies, owner or owners, for that purpose as aforesaid, or by the said company of proprietors themselves, under the power herein for that purpose contained (as the case may be) for the wharfage of coals, culm, lime, limestone, clay, iron, ironstone, lead ore, or any other ores, timber, stone, bricks, tiles, slates, gravel, or other things: no more than two-pence for the warehousing of every package not exceeding fifty-six pounds, nor more than four-pence for the warehousing of every package above three hundred pounds weight, and not exceeding six hundred pounds weight, and not more than six-pence per ton for the warehousing any package exceeding one thousand pounds weight, which shall be respectively placed upon any of the wharfs or warehouses hereby authorised to be made, and which shall be placed and remain in and upon any such wharfs, quays, or warehouses, and shall not continue thereupon for a longer space of time than forty-eight hours: Provided always, that in case any of the said articles shall be left and remain in and upon any such wharfs, quays, or warehouses, over and above the time hereby limited for the same respectively, then the owner or owners of such articles shall pay to the proprietors of such wharfs, quays, or warehouses, the further sum of one penny per ton for wharfage, and two-pence per ton for warehousing for the next seven days, and the like sum of one penny or two-pence respectively per ton for every further seven days which such articles shall remain upon such wharfs, quays, or warehouses after the expiration of the first-mentioned seven days: Provided also, that it shall be lawful for the said company of proprietors to erect, repair, and use any cranes or weighing machines upon any such wharfs or quays last mentioned, for the more convenient loading and unloading and weighing of any such minerals or other goods, wares, merchandise, or commodities, in case the proprietors of such wharfs or quays shall refuse or neglect to make and erect the same for the space of six calendar months after they shall have received notice in writing for that purpose from the said company of proprietors, or when so erected, neglect or refuse to keep the same in repair, anything in this Act contained to the contrary thereof notwithstanding.

BIRMINGHAM CANAL (CONSOLIDATION) ACT, 1835.

(5th William 4, c. 34.)

Clause 129. And be it further enacted, that it shall be lawful for the said company from time to time, and at all times hereafter, to demand, receive, and recover, for all coal, coke, ironstone, lime, limestone, minerals, and other goods whatsoever, loaded, landed, or placed in or upon any of the public wharfs of the said company now existing or hereafter to be made, over and above the several tolls hereinbefore mentioned, the further tolls following (that is to say):

- For the wharfage of all coal and coke which shall pass out of the Worcester and Birmingham Canal into the said Birmingham Canal, and shall be landed at or upon any public wharf of the said company now existing or hereafter to be made, any sum which the said company shall from time to time direct, not exceeding the sum of two-pence per ton :
- For the wharfage of all coal, coke, ironstone, lime, limestone, and other minerals (except such coal and coke as last mentioned) which shall be landed, loaded, or placed at or upon any public wharf of the said company now existing or hereafter to be made, any sum which the said company shall from time to time direct, not exceeding the sum of one penny per ton :
- For the wharfage of coal, coke, ironstone, lime, limestone, and other minerals whatsoever, which shall remain upon any public wharf of the said company now existing or hereafter to be made, beyond the space of forty-eight hours any further sum which the said company shall from time to time direct, not exceeding the further sum of one farthing per ton for every fortnight which such articles shall remain upon such wharf after the expiration of the said forty-eight hours, and so after that proportion for any less period than a fortnight :
- For the wharfage of all goods (except coal, coke, ironstone, lime, limestone, and other minerals) which shall be landed, loaded, or placed at or upon any public wharf of the said company now existing or hereafter to be made, any sum which the said company shall from time to time direct, not exceeding the sum of two-pence per ton :
- For the wharfage of all goods (except coal, coke, ironstone, lime, limestone, and other minerals) which shall remain upon any public wharf of the said company now existing or hereafter to be made, beyond the space of forty-eight hours, any further sum which the said company shall from time to time direct, not exceeding the further sum of one halfpenny per ton for every week which such articles shall remain upon such wharf after the expiration of the forty-eight hours, and so after that proportion for any less period than a week :
- For the weighing of all coal, coke, ironstone, lime, limestone, minerals, and other goods whatsoever which the owner thereof shall be desirous of having weighed, any sum which the said company shall from time to time direct, not exceeding the sum of two-pence per ton :
- For the use of any crane now erected and made, or hereafter, in pursuance of or under the authority of this Act, to be erected and made, any sum which the said company shall from time to time direct, not exceeding the sum of two-pence per ton.

GREAT WESTERN RAILWAY ACT, 1835.

(5 & 6 William 4, c. 107.)

Clause 164. And be it further enacted, that it shall be lawful for the said company to demand, receive, and recover to and for the use and benefit of the said company, for the tonnage of all articles, matters, and things which shall be conveyed upon or along the said railway, any rates or tolls not exceeding the following, that is to say :

- For all dung, compost, and all sorts of manure, lime, and limestone, and salt, and all undressed materials for the repair of public roads or highways, the sum of one penny per ton per mile :
- For all coals, coke, culm, charcoal, cinders, building, pitching, and paving stones, dressed, bricks, tiles, slates, clay, sand, ironstone, iron ore, pig, bar, rod, hoop, sheet, and all other similar descriptions of wrought iron and castings not manufactured into utensils or other articles of merchandise, the sum of three-halfpence per ton per mile :
- For all sugar, grain, corn, flour, dyewoods, earthenware, timber, staves and deals, metals (except iron), nails, anvils, vices, chains, the sum of two-pence per ton per mile :
- For all cotton and other wools, hides, drugs, manufactured goods, and all other wares, merchandise, articles, matters, or things, the sum of three-pence per ton per mile.

Clause 166. And be it further enacted, that it shall be lawful for the said company, and they are hereby empowered to provide locomotive or stationary engines or other power for the drawing or propelling of any articles, matters, or things, persons, cattle, or animals upon the said railway, and also along and upon any other railway communicating therewith, and to receive, demand, and recover such sums of money for the use of such engines or other power as the said Company shall think proper, in addition to the several other rates, tolls, or sums by this Act authorised to be taken.

Clause 167. And be it further enacted, that it shall be lawful for the said company, and they are hereby authorised, if they shall think proper, to use and employ locomotive engines or other moving power, and in carriages or waggons drawn or propelled thereby, to convey upon the said railway, and also along and upon any other railway communicating therewith, all such passengers, cattle and other animals, goods, wares, and merchandise, articles, matters and things, as shall be offered to them for that purpose, and to make such reasonable charges for such conveyance as they may from time to time determine upon, in addition to the several rates or tolls by this Act authorised to be taken: Provided always, that it shall not be lawful for the said company or for any person using the said railway, as carriers, to charge for the conveyance of any passenger upon the said railway any greater sum than the sum of three-pence halfpenny per mile, including the toll or rate hereinbefore granted.

GREAT NORTH OF SCOTLAND RAILWAY CONSOLIDATION ACT, 1859.

(22 & 23 Vict. c. 8.)

Clause 60. It shall be lawful for the Company to demand and take, in addition to the before-mentioned tolls, rates, and charges, a reasonable sum for the use of any warehouse, wharf, or other such like accommodation, and a further reasonable sum for the trouble occasioned by collecting or delivering goods and other articles, and other services incidental to the business of a carrier, where such services respectively shall be performed by the Company otherwise than upon the premises of the railway.

Clause 61. It shall also be lawful for the company to take, for the use of any cranes or weighing machines erected by the company, of and from the owner or person having charge of any goods, articles, or things loaded or unloaded weighed or measured by means of the same, such reasonable sum as the Company shall from time to time appoint.

NORTH STAFFORDSHIRE RAILWAY ACT, 1847.

(10 & 11 Vict. c. 108.)

Clause 85. Provided also, and be it enacted, that the restrictions as to the charges to be made for passengers shall not extend to any special or extra trains that may be required to run upon the said railway, but shall apply only to the ordinary trains appointed by the said company for the conveyance of passengers and goods upon the said railway.

Clause 87. And with respect to small packages, and single articles of great weight, be it enacted, that notwithstanding the rate of tolls prescribed by this Act, the company may lawfully demand the tolls following (that is to say):—

- For the carriage of small parcels (that is to say, parcels not exceeding five hundred pounds weight each), the company may demand any sum which they think fit: Provided always, that articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but such term shall apply only to single parcels in separate packages:
 - For the carriage of any one boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons but not exceed eight tons, the company may demand such sum as they think fit, not exceeding sixpence per ton per mile:
 - For the carriage of any single piece of timber, stone, machinery, or other single article the weight of which, with the carriage, shall exceed eight tons, the company may demand such sum as they think fit.
-

NORTH STAFFORDSHIRE RAILWAY ACT, 1879.

(42 & 43 Vict. c. 205.)

Clause 25. The Company may provide and maintain at such place or places as they may deem expedient for the better accommodation of the traffic of their railways, storehouses or warehouses as places of special or ordinary security for goods, wares, and merchandise, and after any such storehouse or warehouse shall have been approved of and appointed by the Commissioners of Her Majesty's Customs as a warehouse of special security, goods, wares, and merchandise may be warehoused and kept therein without payment of duty, in accordance with the provisions of the Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the Warehousing of Goods," and the Company may demand, take, and receive such rents, charges, and remuneration for and in respect of the use and accommodation and services rendered in respect of any goods, wares, or merchandise stored, warehoused, or kept in any such warehouse of special security as may be reasonable, or as may be agreed between the Company and the owner of any such goods, wares, or merchandise; and the Company are hereby also empowered to give such security, and to do all acts necessary to enable them to obtain such approval and appointment of and from the said Commissioners, and otherwise to comply with the provisions of the said Act.

Clause 26. The Company, in addition to any other tolls, rates, or charges which they can lawfully demand and recover, may demand and recover for the warehousing and wharfage of goods (after due notice to the consignee, and allowing a reasonable time for removal) or for any other extraordinary services performed by them, not incidental to the business or duty of a carrier, such reasonable sum or sums as they may think fit; but nothing herein contained shall extend or apply to coal, cannel, culm, slack, coke, or cinder traffic where such traffic is delivered into the yards or sidings owned or rented by the consignors or consignee, but where such coal, cannel, culm, slack, coke, or cinder traffic is wharfed upon sidings or yards belonging to and in the occupation of the Company, the Company may charge a sum for the use of such siding or yard not exceeding three-pence per ton in respect thereof, and if the said traffic shall remain in the said siding or yard for a longer period than four days (Sunday, Christmas Day, Good Friday, and Bank Holiday excepted), the Company may after due notice to the consignee, and allowing one clear day for removal, charge a further reasonable sum in respect thereof.

NORTH STAFFORDSHIRE RAILWAY ACT, 1880.

(43 & 44 Vict. c. 101.)

Clause 13. Provided always, that the Company may, in addition to the foregoing charges for the aforesaid conveyance, make such charges as are respectively authorised by the eighty-fifth and eighty-seventh sections of the Acts of 1847; the twenty-fourth, twenty-fifth, and twenty-sixth sections of the North Staffordshire Railway Act of 1879 and by this Act, and also reasonable charges for the use of sleeping carriages, saloon carriages, refreshment carriages, or receiving offices for parcels or goods, or for collecting, loading, unloading, or delivering traffic, or for the use of covers or tarpaulins, storehouses, or sheds, or for the use of stations or sidings for loading or unloading, or for any other accommodation or service not incidental to the aforesaid conveyance, where such accommodation or service shall have been provided by the company, but nothing herein shall affect the provision as to coal, cannel, culm, slack, coke, or cinder traffic in section twenty-six of the Act of 1879.

Appendix, No. 56

PAPERS handed in by the *Chairman.*

STATEMENT showing the CLASS RATES Charged by the Caledonian Railway STATIONS, and also the EXCEPTIONAL

| Distance from Forfar. | | STATIONS. | CLASS RATES PER TON. | | | | | | | | | | | |
|---|----|------------------------------|---|----------------------------------|--------------------------------|----------------|--|-----------------|------------------|-----------------|------------------|-----------------|------|---|
| | | | Mineral Class. | | | | Special Class in Quantities of not than 1 Ton. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | | |
| | | | Police and Farm- yard Manure, Lime, and Materials for Roads. | Coal. | Other Mine- rals. (a) | Pave- ment. | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| In Quantities of not less than 4 Tons. | | | | In Quantities exceeding 112 lbs. | | | | | | | | | | |
| M. | C. | | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | C. D. s. d. | C. D. s. d. | C. D. s. d. | C. D. s. d. | C. D. s. d. | | |
| 17 | 73 | Broughty Ferry - - N. C. | 2 3 | 2 5½ | 3 - | 3 - | 4 6 | 6 8 | 7 6 | 8 4 | 9 2 | 10 - | I | |
| 19 | 30 | Brechin - - - N. C. | 2 6 | 2 8½ | 3 3 | 3 3 | 5 - | 7 6 | (b) | 8 4 | 9 2 | 10 - | 11 8 | 2 |
| 23 | 77 | Lochee - - - N. C. | 3 - | 3 2½ | 3 9 | 3 9 | 5 - | 7 6 | 8 4 | 9 2 | 10 10 | 11 8 | 3 | |
| 32 | 40 | Perth, North Station - N. C. | 3 7 | 4 3 | 4 6 | 4 9 | 6 8 | (d) | 9 2 | 10 - | 11 8 | 13 4 | 15 - | 4 |
| 41 | 13 | Stonehaven - - - N. C. | 4 - | 4 9 | | 5 4 | 7 6 | 10 - | 11 8 | 13 4 | 15 - | 16 8 | 5 | |
| 57 | 31 | Aberdeen - - - N. C. | 4 8 | 5 3 | | 6 7 | 10 - | 12 6 | 14 2 | 16 8 | (h) | 20 - | 21 8 | 6 |
| 65 | 42 | Stirling - - - C. | - | - | - | - | 9 2 | 13 4 | 15 - | 17 6 | 20 - | 25 - | 7 | |
| 77 | 31 | Denny - - - N. C. | 5 6 | 6 1 | | 7 6 | 11 8 | 15 - | 17 6 | 20 - | 25 - | 30 - | 8 | |
| 95 | 53 | Glasgow - - - C. | - | - | - | 9 2 | (e) 14 2 | (f) 20 - | (g) 23 6 | (h) 30 - | 35 - | 37 6 | 9 | |
| 96 | 79 | Cambuslang - - - N. C. | 6 3 | 6 11 | | 8 4 | 14 2 | 16 8 | 20 - | 25 - | 28 4 | 33 4 | 10 | |
| 97 | 32 | Wishaw - - - C. | - | (i) | | - | (m) 14 2 | 18 4 | 21 8 | 26 8 | 32 6 | 38 4 | 11 | |
| 101 | 73 | Carlisle - - - N. C. | 6 6 | 7 1 | | 8 6 | 15 - | 18 4 | 21 8 | 26 8 | 30 - | 36 8 | 12 | |
| 105 | 15 | Leith - - - C. | - | - | - | - | (n) 12 6 | (o) 15 10 | (o) (p) 18 4 | (q) 20 10 | 26 8 | 37 6 | 13 | |
| 116 | 35 | Midcalder - - - N. C. | 7 1 | 7 9 | | 9 2 | 15 10 | 18 4 | 23 4 | 28 4 | 35 - | 41 8 | 14 | |

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.

N. C. signifies that the station is a non-competitive station.

C. signifies that the station is a competitive station.

* These charges are not in the rate book supplied to the Board of Trade, but have been furnished by the Company. There is a minimum charge of 2 d. per can.

(a) The minimum load for bricks and coke is three tons.

(b) The charge for waste is 6 s. 8 d., C. D., per ton.

(c) The charge for jute is 6 s., C. D., per ton.

(d) The charge for bark, is 6 s. 2 d., S. S., per ton.

(e) The charge for packed manure, in quantities of not less than four tons, is 11 s. 8 d., S. S., per ton; for flour, in quantities of not less than one ton, is 11 s. 8 d., S. S., per ton; and for oilcake, at owner's risk, in quantities of not less than three tons is 13 s. 4 d., S. S., per ton.

Appendix, No. 56.

PAPERS handed in by the *Chairman*.

Company, for the Conveyance of GOODS between FORFAR and the undermentioned
 RATES charged for certain ARTICLES.

| EXCEPTIONAL RATES PER TON. | | | | | | | | | | | | | Cattle. | | | Sheep and Lambs. | | |
|--|--|--------|--|----------|--|-----------------|---|-------------------------|---|---|--|--------------------------|---------------------------|--------------------------|--------------------------|---------------------------|--------------------------|--|
| Iron (undamageable), in Quantities of not less than 1 Ton. | Grain, in Quantities of not less than 1 Ton. | Yarns. | Canvas, Linens, Osnaburghs, Sackings, Flax, Hemp, Tow. | Whiskey. | Hides (Green or Market) at Owner's Risk. | Ale and Porter. | Timber, in Quantities of not less than 1 Ton. | Turnips, in full Loads. | Potatoes, in Quantities of not less than 1 Ton. | Police Manure, in Quantities of not less than 4 Tons. | Milk, by Passenger Train, per Gallon.* | Small Trucks, per Truck. | Medium Trucks, per Truck. | Large Trucks, per Truck. | Small Trucks, per Truck. | Medium Trucks, per Truck. | Large Trucks, per Truck. | |
| In Quantities exceeding 112 lbs. | | | | | | | | | | | | | | | | | | |
| s. s. | s. s. | C. D. | C. D. | C. D. | C. D. | C. D. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | s. s. | |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 1 | - | - | 6 - | - | - | - | - | 4 2 | - | - | - | 9 9 | 10 6 | 11 6 | 8 6 | 9 3 | 10 6 | |
| 2 | - | - | 5 10 | - | 8 4 | s. s. 5 - | - | - | - | - | - | 10 3 | 11 - | 12 3 | 9 - | 9 9 | 11 - | |
| 3 | - | - | 6 - | (c) 6 | - | - | - | 4 2 | - | 2 6 | - | 13 - | 14 - | 15 9 | 11 6 | 12 6 | 14 - | |
| 4 | - | - | s. s. 5 5 | - | 10 - | s. s. 6 2 | - | - | - | - | 1 | 16 9 | 18 3 | 20 3 | 14 9 | 16 3 | 18 3 | |
| 5 | - | - | - | - | 11 8 | - | - | - | - | - | 1 | 20 9 | 22 6 | 25 - | 18 3 | 19 9 | 22 6 | |
| 6 | 8 4 | - | 11 8 | - | 14 2 | 12 6 | - | 7 6 | - | 3 6 | 1 | 28 3 | 30 9 | 34 3 | 24 9 | 27 3 | 30 9 | |
| 7 | - | - | - | - | - | - | - | - | - | - | 1 | 32 9 | 35 6 | 39 6 | 28 6 | 31 3 | 35 6 | |
| 8 | 10 10 | - | - | - | 15 10 | - | - | - | - | - | 1 | 38 6 | 41 9 | 46 6 | 33 6 | 36 9 | 41 9 | |
| 9 | 11 8 | - | (k) 16 8 | 16 8 | 19 2 | 16 8 | 19 2 | 12 6 | - | - | 1 | 46 6 | 50 6 | 56 6 | 40 9 | 44 6 | 50 6 | |
| 10 | 11 3 | - | - | - | 16 8 | - | - | - | 13 4 | - | 1 | - | - | - | - | - | - | |
| 11 | 11 8 | 13 4 | - | - | 19 2 | - | - | - | 13 4 | - | 1 | - | - | - | - | - | - | |
| 12 | 11 8 | - | - | - | 17 6 | - | 17 6 | - | - | - | 1 | - | - | - | - | - | - | |
| 13 | - | - | (r) 16 8 | - | - | - | - | - | - | - | 1 | 39 6 | 42 9 | 47 9 | 34 6 | 37 9 | 42 9 | |
| 14 | 12 11 | 14 2 | - | - | 18 4 | - | - | - | - | - | 1 | 46 6 | 50 6 | 56 6 | 40 9 | 44 6 | 50 6 | |

(f) The charge for paper-making materials, is 16s. 8d., C. D., per ton.

(g) The charge for leather dressed, is 25s., C. D., per ton.

(h) The charge for fresh meat to Aberdeen, at owner's risk, is 14s. 2d., C. D., per ton, and to Glasgow, at owner's risk, 30s., C. D., per ton.

(i) The charge for yarns, if loose, is 19s. 2d., C. D., per ton.

(j) The charge for bricks, in quantities of not less than four tons, is 6s. 6d., S. S., per ton.

(m) The charge for fire-clay ware (common), at owner's risk, is 10s. 10d., S. S., per ton.

(n) The charge for draff, in quantities of not less than three tons, is 8s. 9d., S. S., per ton; for packed manure, in quantities of not less than four tons, 10s. 10d., S. S., per ton; and for flour, in quantities of not less than three tons, 10s. 10d., S. S., per ton.

(o) The charge for lead (sheet and piping), is 15s., C. D., per ton.

(p) The charge for candles, is 15s. 10d., C. D., per ton.

(q) The charge for bale goods for shipment, is 15s., C. D., per ton.

(r) This charge is for yarns imported or for shipment.

**STATEMENT showing the CLASS RATES Charged by the CALEDONIAN RAILWAY COMPANY
the EXCEPTIONAL RATES**

| Distance from Dundee. | STATIONS. | CLASS RATES PER TON. | | | | | | | | | Iron (undamageable), in Quantities of not less than 1 Ton. | Grain, in Quantities of not less than 1 Ton. |
|-----------------------------|---------------------------|--|----------------|---|----------------------------------|----------------|----------------|----------------|----------------|----------------|--|--|
| | | A. | B. | Special Class in Quantities of not less than 1 Ton. | First Class. | Second Class. | Third Class. | Fourth Class. | Fifth Class. | | | |
| | | In Quantities of not less than 4 Tons. | | | In Quantities exceeding 112 lbs. | | | | | | | |
| | | | | | | | | | | | | |
| M. CH. | | s. s. s. d. | s. s. s. d. | s. s. s. d. | C. D. s. d. | C. D. s. d. | C. D. s. d. | C. D. s. d. | C. D. s. d. | s. s. s. d. | s. s. s. d. | |
| 23 49 | Perth, South Station N.C. | (a) 3 8 | (b) 2 8 | 4 - | (d) 6 8 | 7 6 | 8 4 | 10 - | 11 8 | - | - | 1 |
| 41 34 | Crieff - - - N.C. | 4 10 | 3 6 | 7 - | 10 - | 11 8 | 13 4 | 15 - | 17 6 | - | - | 2 |
| 56 19 | Stirling - - - C. | (a) | - | 7 6 | 11 8 | 13 4 | 15 - | 17 6 | 20 - | - | - | 3 |
| 64 21 | Larbert - - - N.C. | 5 6½ | 4 5½ | 9 - | 12 6 | (e) 15 - | (f) 17 6 | 20 - | 26 8 | - | - | 4 |
| 85 32 | Motherwell - - - C. | 6 5 | 5 4 | 12 6 | (d) 18 4 | 20 - | 23 4 | 25 - | 33 4 | 8 4 | - | 5 |
| 86 30 | Glasgow - - - C. | (a) | - | (c) 11 8 | (d) 16 8 | (e) 20 - | (f) 22 6 | (g) 26 8 | 32 6 | (h) 10 10 | - | 6 |
| 80 78 | Shieldmuir - - - C. | 6 5½ | 5 4½ | 12 6 | (d) 16 8 | 18 4 | 21 8 | 22 6 | 30 - | 8 4 | - | 7 |
| 95 72 | Leith - - - - C. | - | - | (c) 9 2 | (d) 12 6 | (e) 13 4 | (f) 15 - | 20 - | 30 - | (i) 7 6 | 8 - | 8 |
| 96 33 | Paisley - - - - C. | - | - | (e) 13 4 | (d) 17 6 | (e) 20 - | (f) 26 8 | 27 6 | 38 4 | - | 12 6 | 9 |
| 112 9 | Greenock - - - C. | - | - | 13 4 | (a) 18 4 | 20 - | 27 6 | 30 - | 43 4 | - | - | 10 |
| 174 29 | Carlisle - - - - C. | - | - | (c) 22 6 | 27 6 | 32 6 | 37 6 | 42 6 | 50 - | 16 8 | 17 6 | 11 |
| 9 46 | Panmure - - - - C. | - | - | 2 8 | 4 2 | (e) 5 - | (f) 5 10 | 6 8 | 7 6 | - | - | 12 |
| 16 43 | Arbroath - - - - C. | - | - | (c) 4 2 | 6 8 | 7 6 | 8 4 | 9 2 | 10 - | - | - | 13 |
| 21 32 | Forfar - - - - - C. | (a) | - | (c) 5 - | 7 6 | 8 4 | (f) 9 2 | 10 - | 11 8 | - | - | 14 |
| 34 43 | Brechin - - - - - C. | (a) | - | 7 6 | (d) 10 - | 11 8 | 13 4 | 15 - | 16 8 | - | - | 15 |
| 36 20 | Montrose - - - - C. | (a) | - | (c) 7 6 | 10 - | 11 8 | 13 4 | 15 - | 16 8 | (k) 7 6 | 6 - | 16 |
| 56 26 | Stonehaven - - - C. | - | - | 10 - | 12 6 | 14 2 | 16 8 | 19 2 | 21 8 | 8 9 | - | 17 |
| 72 44 | Aberdeen (s) - - C. | - | - | 10 10 | (d) 15 - | 16 8 | 20 - | (g) 25 - | 27 6 | 10 - | (l) 8 - | 18 |

A. The rates given in this column are for the conveyance of coal, coke, culm, charcoal, cinders, stones for building, pitching, and paving, bricks, tiles, slates, clay, sand, iron-stone, iron ore, and pig iron.

B. The rates given in this column are for the conveyance of dung, compost, police and farmyard manure, lime, limestone, and undressed materials for the repair of public roads and highways.

Notes.—The charges in the table are for goods (uninsured) conveyed at the Company's risk, except for articles in the mineral class, and hay and straw, which are carried at the owner's risk.

S. S. signifies that the charges are for conveyance from station to station, and loading and unloading, except for articles in the mineral class, and for cattle and sheep, which are loaded and unloaded by the owners.

for the Conveyance of GOODS between DUNDEE and the undermentioned STATIONS, and also Charged for certain Articles.

| EXCEPTIONAL RATES PER TON. | | | | | | | | | | Milk, by Passenger Train, per Gallon.* | Cattle. | | | Sheep and Lambs. | | | |
|---|---|---|----------------|----------------|----------------|---|----------------|------------------------|--|--|--|-------------------------|--------------------------|-------------------------|-------------------------|--------------------------|-------------------------|
| Hay (30 cwt. to the Truck), Straw (20 cwt. to the Truck), Press Packed. | Packed Manure, in Quantities of not less than 4 Tons. | Canvas, Linens, Osnaburghs, Sackings, Flax, Hemp, Tow, and Yarns (Flax, Hemp, Tow, Jute, and Coir), Packed. | | | Jute. | Hides (Green or Market), at Owner's Risk. | Confectionery. | Draff, in 3 Ton Loads. | Timber (machine weight), in Quantities of not less than 1 Ton. | | Waste, in Quantities of not less than 1 Ton. | Small Truck, per Truck. | Medium Truck, per Truck. | Large Truck, per Truck. | Small Truck, per Truck. | Medium Truck, per Truck. | Large Truck, per Truck. |
| | | In Quantities exceeding 112 lbs. | | | | | | | | | | | | | | | |
| s. s. s. d. | s. s. s. d. | C. D. s. d. | s. s. s. d. | C. D. s. d. | C. D. s. d. | s. s. s. d. | s. s. s. d. | C. D. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | s. s. s. d. | |
| 1 | 5 - | - | 6 8 | O. R. 4 6 | - | - | - | (p) 3 4 | - | - ³ / ₄ | 13 - | 14 - | 15 9 | 11 6 | 12 6 | 14 - | |
| 2 | - | - | - | - | - | - | - | 6 4 | - | 1 | 21 6 | 26 6 | 29 9 | 21 6 | 23 6 | 26 6 | |
| 3 | - | - | - | - | - | - | - | - | - | 1 | 28 9 | 31 3 | 35 - | 25 3 | 27 9 | 31 3 | |
| 4 | - | - | - | - | - | - | - | - | - | 1 | 31 9 | 34 6 | 38 6 | 27 9 | 30 6 | 34 6 | |
| 5 | - | - | - | - | - | - | - | 11 8 | - | 1 | 42 3 | 45 9 | 51 3 | 37 - | 40 6 | 45 9 | |
| 6 | 13 4 | 10 - | 15 - | 9 - | O. R. 15 10 | 15 10 | 9 2 | - | s. s. 9 - | 1 | 42 9 | 46 3 | 51 9 | 37 3 | 41 - | 46 3 | |
| 7 | - | - | - | - | - | - | - | 11 8 | - | 1 | - | - | - | - | - | - | |
| 8 | - | 6 - | - | (o) 7 6 | - | 12 6 | 8 - | 6 8 | 10 - | 1 | 29 3 | 31 9 | 35 6 | 25 9 | 28 - | 31 9 | |
| 9 | - | - | - | - | - | 17 6 | 10 - | (p) 9 2 | - | 1 | 47 6 | 51 6 | 57 9 | 41 6 | 45 6 | 51 6 | |
| 10 | - | - | (m) 17 6 | 10 - | - | 18 4 | - | (p) 10 - | (d) 13 4 | 1 | 55 3 | 60 - | 67 - | 48 3 | 52 9 | 60 - | |
| 11 | - | 17 6 | (m) 23 - | - | - | - | - | 16 8 | s. s. - | 1 | 75 3 | 81 9 | 91 6 | 65 9 | 72 - | 81 9 | |
| 12 | - | - | - | - | - | - | - | - | - | - ³ / ₄ | - | - | - | - | - | - | |
| 13 | - | - | 6 6 | 3 6 | 6 8 | - | - | 3 4 | 6 6 | - ³ / ₄ | 9 3 | 10 - | 11 - | 8 3 | 8 9 | 10 - | |
| 14 | - | - | 6 - | - | - | - | - | 3 10 | 6 - | - ³ / ₄ | 11 - | 12 - | 13 3 | 9 9 | 10 9 | 12 - | |
| 15 | 9 2 | - | 8 4 | - | - | - | - | - | - | 1 | 18 9 | 20 3 | 22 9 | 16 6 | 18 - | 20 3 | |
| 16 | 9 2 | 5 - | 8 4 | - | - | - | - | 5 6 | - | 1 | 16 - | 17 3 | 19 3 | 14 - | 15 3 | 17 3 | |
| 17 | - | - | - | - | 12 11 | - | - | - | - | 1 | 29 3 | 31 9 | 35 6 | 25 9 | 28 - | 31 9 | |
| 18 | - | - | (n) 13 4 | 7 6 | 15 - | - | - | 9 2 | (r) 12 6 | 1 | 37 - | 40 - | 44 9 | 32 3 | 35 6 | 40 - | |

C. D. signifies that the charges include collection and delivery, the loading and unloading being also performed by the Company.
N. C. signifies that the station is a non-competitive station.
C. signifies that the station is a competitive station.
O. R. signifies that the goods are conveyed at the owner's risk.
* These charges are not in the rate book supplied to the Board of Trade, but have been furnished by the Company. There is a minimum charge of 2 d. per can.

[For Explanatory Notes, see next page.

Class Rates Charged by Caledonian Railway Company for Conveyance of Goods, &c.—*continued.*

DUNDEE NOTES.

(a) The charge for slates to Perth is 3*s.* 3*d.*, S. S., per ton; to Brechin, 4*s.* 6*d.*, S. S., per ton; and to Montrose, 4*s.* 8*d.*, S. S., per ton; for causeway blocks to Stirling, 4*s.*, S. S., per ton; and for bricks and stones, 5*s.* 4*d.*, S. S., per ton; for sand and fireclay to Glasgow, 5*s.* 6*d.*, S. S., per ton; for stones to Forfar, 2*s.* 6*d.*, S. S., per ton.

(b) The charge for police manure to Perth is 2*s.*, S. S., per ton

(c) The charge for oil cake, at owner's risk, to Glasgow, is 10*s.*, S. S., per ton (minimum, 3 tons); for pig lead, 9*s.* 2*d.*, S. S., per ton (minimum, 4 tons); for Epsom salts, 10*s.*, S. S., per ton (minimum, 2 tons); for flour and feeding meal, 8*s.* 4*d.*, S. S., per ton; and for iron bolts and rivets, 10*s.*, S. S., per ton; for meal, flour, bran, peas, and linseed, to Leith, 6*s.*, S. S., per ton; and for oil cake, in bags, 8*s.*, S. S., per ton; for blood manure, in casks, to Paisley, 14*s.* 2*d.*, C. D., per ton; for stucco and cement, to Carlisle, 15*s.*, S. S., per ton; for waste for manure, to Arbroath and Forfar, 3*s.*, S. S., per ton (minimum, 4 tons); for turnips, in full loads, to Forfar, 4*s.* 2*d.*, S. S., per ton; and for potatoes, to Montrose, 6*s.*, S. S., per ton.

(d) The charge for batching oil in casks to Perth is 5*s.* 10*d.*, C. D., per ton; for sheet and hoop iron, at owner's risk, to Motherwell, 11*s.* 8*d.*, S. S., per ton; and for tin plates, in boxes, 15*s.*, C. D., per ton; for rags and waste for paper manufacturers, to Glasgow, 11*s.* 8*d.*, S. S., per ton; for sugar (except loaf), molasses, whale oil, and seal oil, and ale and porter in cask, 12*s.* 6*d.*, C. D., per ton; for common black or green glass bottles (packed), and coarse paper, 15*s.*, C. D., per ton; and for red, white, and sheet lead, 13*s.* 4*d.*, C. D., per ton; for sheet iron, in bundles, at owner's risk, to Shieldmuir, 11*s.* 8*d.*, S. S., per ton; for potatoes, to Leith, 8*s.*, S. S., per ton; for sugar, in casks, molasses, sheet lead, ale and porter in casks, soap (except scented), 10*s.* 10*d.*, C. D., per ton; for whale, seal, rape, and linseed oil, 11*s.* 8*d.*, C. D., per ton; for linseed, for Leith Docks, 9*s.* 2*d.*, S. S., per ton; and for rape oil, from Leith Docks, ex Stettin, 7*s.* 6*d.*, S. S., per ton; for ale, in casks, to Paisley, 14*s.* 2*d.*, C. D., per ton; for sugar (except loaf) and molasses, to Greenock, 12*s.* 6*d.*, C. D., per ton; for ale, in casks, 15*s.*, C. D., per ton; for esparto, press packed, 14*s.* 2*d.*, S. S., per ton; whale and seal oil, in casks, 15*s.* 10*d.*, C. D., per ton; paper, un reels, for printing, at owner's risk, 16*s.* 8*d.*, C. D., per ton; and for waste, press packed (minimum, 4 tons), 10*s.*, S. S., per ton; for coarse paper, and paper-making materials, to Brechin, 8*s.* 4*d.*, C. D., per ton; for ale, in casks, to Aberdeen, 12*s.* 4*d.*, C. D., per ton.

(e) The charge for castings to Larbert is 12*s.* 6*d.*, C. D., per ton; for cheese (packed), to Glasgow, 20*s.*, C. D., per ton; for earthenware, in casks or crates, 15*s.*, C. D., per ton; for ropes (except wire), 17*s.* 6*d.*, C. D., per ton; for American beef, pork, mutton in casks, cheese in boxes, butter and lard in casks, hams and bacon packed, preserved provisions in tins and in cases, 16*s.* 8*d.*, C. D., per ton; for Irish bacon and hams, packed, 18*s.* 4*d.*, C. D., per ton; for oil, not inflammable under 100° F., in casks or iron drums, 15*s.*, C. D., per ton; and for mineral and lubricating oils, not inflammable under 100° F., for shipment, 12*s.* 6*d.*, C. D., per ton; for canvas in pieces, yarn in bales and bundles, to or from Leith Docks, or ex ship, including cartage in Dundee, 8*s.* per ton; for flax, tow, and hemp, ex Riga and Cronstadt steamers, 7*s.* 6*d.*, S. S., per ton; for flax, tow, and hemp, 9*s.* 7*d.*, C. D., per ton; and for candles (except wax), lead piping, and preserves, 10*s.* 10*d.*, C. D., per ton; for jute yarns, to Paisley, 16*s.* 8*d.*, C. D., per ton; for yarns, to Panmure, 3*s.* 1*d.*, S. S., per ton.

(f) The charge for castings to Larbert is 12*s.* 6*d.*, C. D., per ton; for cloth to Panmure, at owner's risk, 2*s.* 6*d.*, S. S., per ton; and from Panmure, carted in Dundee only, 4*s.* 3*d.* per ton; for wines and spirits, in casks or cases, to Leith, 13*s.* 4*d.*, C. D., per ton; but, ex ship, 11*s.* 8*d.*, C. D., per ton; for whiskey, to Glasgow, 16*s.* 8*d.*, C. D., per ton; to Paisley, 20*s.*, C. D., per ton; to Forfar, 8*s.* 4*d.*, C. D., per ton.

(g) The charge for fresh meat to Glasgow, at owner's risk, is 20*s.*, C. D., per ton; for toys, ex Continent, to Aberdeen, 22*s.*, C. D., per ton; and for dead meat, in hampers, 16*s.* 8*d.*, C. D., per ton.

(h) The charge for undamageable bar, angle, and plate iron, for shipbuilding, is 9*s.* 2*d.*, S. S., per ton.

(i) This charge is for undamageable iron from Leith Docks, ex Continent.

(k) This charge is for undamageable iron for shipment to London.

(l) In quantities of not less than 4 tons.

(m) The charge for yarns, loose, to Greenock, is 20*s.*, C. D., per ton; and to Carlisle, 27*s.* 6*d.*, C. D., per ton.

(n) The charge for hemp, flax, and tow, loaded at the ship's side, is 10*s.* 10*d.*, S. S., per ton, including haulage; and for canvas, hessians, sacking, jute yarns, and jute cloth, for shipment, 7*s.* 6*d.*, S. S., per ton.

(o) The charge for jute to or from Leith Docks, or ex ship, including cartage in Dundee, is 8*s.* per ton.

(p) In quantities of not less than 2 tons.

(r) This charge is for press-packed bales, minimum load, 5 tons; the charge for rags and waste in press-packed bales (minimum, 4 tons), is 10*s.* per ton, carted in Dundee only.

(s) Goods ex Rotterdam steamer are charged one-third of station to station through rates.

Note.—So many alterations, corrections, and additions have been made to the rate books, that it is possible that some of the exceptional rates given in the tables may be subject to correction. The Company does not appear to comply with the requirements of the Act 36 & 37 Vict. c. 48, s. 14, as no mineral rates are given for the stations in the tables of rates for Dundee from Shieldmuir downwards.

COAL AND DROSS.

RATES per Ton Charged by the CALEDONIAN RAILWAY COMPANY for the Conveyance of COAL and DROSS between the undermentioned COLLIERIES and DUNDEE and FORFAR, respectively.

| COLLIERIES. | | DUNDÉE. | | | | | | FORFAR. | | | | | |
|---------------|--|-----------------------------|----------------------|--------------------|----------------------|--------------------|-----------------------------|----------------------|--------------------|--------|-------|--|--|
| | | Distance from Dundee. | Coal. | | Dross. | | Distance from Forfar. | Coal. | | Dross. | | | |
| | | | Company's Wagons. | Owner's Wagons. | Company's Wagons. | Owner's Wagons. | | Company's Wagons. | Owner's Wagons. | | | | |
| | | | | | | | | | | | | | |
| Name. | Where Situated. | | In full Wagon Loads. | | | | | In full Wagon Loads. | | | | | |
| | | M. CH. | s. s. | s. s. | s. s. | s. s. | M. CH. | s. s. | s. s. | s. s. | s. s. | | |
| Bredisholm | - Rutherglen and Coat- bridge Branch. | 83 65 | s. d. | s. d. | s. d. | s. d. | 93 8 | s. d. | s. d. | s. d. | s. d. | | |
| Shieldmuir | - Wishaw and Coltness Section. | 86 78 | | | | | 96 21 | | | | | | |
| Hamilton | - Hamilton Branch | 89 26 | *5 4 | *4 10 | 3 0 | 3 - | 98 40 | 6 8½ | 6 2½ | 5 2½ | 4 6½ | | |
| Longlee | - Lesmahagow Branch | 92 16 | | | | | 101 39 | | | | | | |
| Harryshaw | - Cleland and Mid-Calder Section. | 95 25 | | | | | 104 48 | | | | | | |
| Auldhouseburn | - Muirkirk Branch | 118 49 | *5 10 | *5 4 | 4 - | 3 6 | 127 72 | 7 2½ | 6 8½ | 5 8½ | 5 2½ | | |

* There is a reduction on these rates of 1s. per ton when conveyed for shipment.
Note.—The above rates were not in the Rate Book sent to the Board of Trade, but have been furnished by the Company.

RATES per Ton Charged by the CALEDONIAN RAILWAY COMPANY for the Conveyance of various ARTICLES of the MINERAL CLASS, in Four-ton Loads, between DUNDEE (WEST) and the undermentioned STATIONS.

| Distance from Dundee. | STATIONS. | | Lime. | Stone. | Bricks and Tiles. | Pig Iron. |
|--------------------------|-------------|-----------|-------|--------|----------------------|-----------|
| M. CH. | | | s. s. | s. s. | s. s. | s. s. |
| | | | s. d. | s. d. | s. d. | s. d. |
| 60 17 | Dunmore | - - - - - | - | 4 - | - | - |
| 79 41 | Summerlee | - - - - - | - | - | - | 4 8½ |
| 80 33 | Garnkirk | - - - - - | - | - | 5 3 | - |
| 81 38 | Calder | - - - - - | - | - | - | 4 9½ |
| 87 3 | Auchinlee | - - - - - | - | 5 3 | 5 3 | - |
| 87 24 | Bellside | - - - - - | - | 5 3 | - | - |
| 92 10 | Castlehill | - - - - - | - | - | - | 5 3 |
| 95 30 | Craigenhill | - - - - - | 5 - | - | - | - |
| 96 8 | Quarter | - - - - - | - | - | - | 5 6½ |
| 96 19 | Levensat | - - - - - | 5 - | - | - | - |
| 102 6 | Poniel | - - - - - | 5 - | - | - | - |
| 106 30 | Auchengray | - - - - - | - | - | 5 3 | - |
| 117 60 | Crossflat | - - - - - | 5 6 | - | - | - |
| 118 12 | Muirkirk | - - - - - | - | - | - | 5 9½ |

Note.—The above rates were not in the Rate Book sent to the Board of Trade, but have been furnished by the Company.

COMPARISON between the MAXIMUM CHARGES allowed by the Caledonian Raliway CHARGES made by the Company for the Carriage of such ARTICLES

| Distance in Miles from Forfar. | STATIONS. | Mineral Class. | | | | | | | | | Bar Iron (un- damage- able), at Owner's Risk. | Potatoes, Onions, Carrots, in Quantities of not less than One Ton, Grain, Corn, Flour. (b) |
|--|--------------------|--|------------|---|-------|-------|--------------------|---------|---------|--|---|--|
| | | Police and Farmyard Manure, Lime, and Materials for the Repair of Public Roads. | | Stones for Building, Pitching, and Paving, Bricks, Slates, Clay, Sand, Iron Ore. | | | Difference between | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | Charge per Maximum Rate in Com- pany's Acts. | | |
| Pavement. | Other Minerals. | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Col. 1. | Col. 2. | Col. 3. | Col. 4. | Col. 5. | | | | Col. 1. | Col. 2. | | | |
| | | | | | | | | | | | | |
| M. C. | | s. d. | s. d. | s. d. | s. s. | s. s. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 17 73 | Broughty Ferry | 2 3 | 2 3 | 2 3 | 3 - | 3 - | - | - 9 | - 9 | 2 3 | 3 4½ | 1 |
| 19 30 | Brechin - - | 2 6 | 2 6 | 3 3 | 3 3 | 3 3 | - | - | - | 3 3 | 3 9 | 2 |
| 23 77 | Lochee - - | 3 - | (c) 3 - | 3 9 | 3 9 | 3 9 | - | - | - | 3 9 | 4 6 | 3 |
| 32 40 | Perth, North - | 4 1½ | 3 7 | 4 0 | 4 9 | 4 6 | *- 6½ | - | *- 3 | 4 9 | 6 1½ | 4 |
| 41 13 | Stonehaven - | 5 3 | 4 - | 5 6 | 5 4 | 4 9 | *1 3 | *- 2 | *- 0 | 5 6 | 7 7½ | 5 |
| 57 31 | Aberdeen - - | 7 3 | (c) 4 8 | 6 8 | 6 7 | 5 3 | *2 7 | *- 1 | *1 5 | 6 8 | 10 3½ | 6 |
| 65 42 | Stirling - - | 8 3 | - | 7 2 | - | - | - | - | - | 7 2 | 11 1½ | 7 |
| 77 31 | Denny - - | 9 9 | 5 6 | 7 11 | 7 6 | 6 1 | *4 3 | *- 5 | *1 10 | 7 11 | 12 1½ | 8 |
| 95 53 | Glasgow - - | 12 - | - | 9 -½ | 9 2 | - | - | - 1½ | - | 9 -½ | 13 7½ | 9 |
| 96 79 | Cambuslang - | 12 1½ | 6 3 | 9 1 | 8 4 | 6 11 | *5 10½ | *- 9 | *2 2 | 9 1 | 13 8½ | 10 |
| 97 32 | Wishaw - - | 12 3 | - | 9 2 | - | - | - | - | - | 9 2 | 13 9½ | 11 |
| 101 73 | Carlisle - - | 12 9 | 6 6 | 9 5 | 8 6 | 7 1 | *6 3 | *- 11 | *2 4 | 9 5 | 14 1½ | 12 |
| 105 15 | Leith (d) - - | 14 4 | - | 13 5½ | - | - | - | - | - | 13 5½ | (d) 18 9½ | 13 |
| 116 35 | Midcalder (a) - | 15 7 | 7 1 | (a) 13 8 | 9 2 | 7 9 | *8 6 | *4 6 | *5 6 | 13 8 | (a) 21 9 | 14 |

* In these cases the Company's charges are less than the maximum rates authorised.

(a) The maximum charge allowed by law for the carriage of sand from Forfar to Midcalder is 16 s. 7 d.; of grain, corn, and flour, 19 s. 2½ d.

(b) The Company's Acts provide that no additional charge shall be made for loading or unloading these articles.

Company's Acts, for the Conveyance of certain ARTICLES mentioned therein, and the TOTAL between FORFAR and the undermentioned STATIONS.

| Special Class. | | | | | | First Class. | | | | | | |
|--|---|--|-------------------------|-------------------------|-------------------------|--|--|--|---|-------------------------|-------------------------|-------------------------|
| Anvils, Chains. | Charge per Com- pany's Rate Book for Special Class. | Charge per Com- pany's Rate Book for Undam- ageable Iron. | Difference between | | | Nails, Sugar (except Lump), Earthen- ware. | Jute. | Rags, Coarse Paper, Paper for Printing. | Charge per Com- pany's Rate Book for First Class. | Difference between | | |
| | | | Cols. 1 and 5. | Cols. 2 and 4. | Cols. 3 and 4. | | | | | Cols. 1 and 4. | Cols. 2 and 4. | Cols. 3 and 4. |
| Charge per Maximum Rate in Com- pany's Acts. | | | | | | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | Charge per Maximum Rate in Com- pany's Acts. | | | | |
| Col. 3. | Col. 4. | Col. 5. | | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | |
| | s. s. | s. s. | | | | | | | c. d. | | | |
| s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1 3 9 | 4 6 | 4 6 | 2 3 | 1 1½ | - 9 | 3 9 | 3 9 | 3 6 | 6 8 | 2 11 | 2 11 | 3 2 |
| 2 4 2 | 5 - | 5 - | 1 9 | 1 3 | - 10 | 4 2 | 4 2 | 3 10 | 7 6 | 3 4 | 3 4 | 3 8 |
| 3 5 - | 5 - | 5 - | 1 3 | - 6 | - | 5 - | 6 4½ | 4 6 | 7 6 | 2 6 | 1 1½ | 3 - |
| 4 6 10½ | 6 8 | 6 8 | 1 11 | - 6½ | *- 2½ | 6 10½ | 6 10½ | 6 - | (c) 9 2 | 2 3½ | 2 3½ | 3 2 |
| 5 8 9 | 7 6 | 7 6 | 2 - | *- 1½ | *1 3 | 8 0 | 8 9 | 7 6 | 10 - | 1 3 | 1 3 | 2 6 |
| 6 12 1 | 10 - | 8 4 | 1 8 | *- 3½ | *2 1 | 12 1 | 12 1 | 10 2 | 12 6 | - 5 | - 5 | 2 4 |
| 7 13 9 | 9 2 | 9 2 | 2 - | *1 11½ | *4 7 | 13 9 | 17 10½ | 11 6 | 13 4 | *- 5 | *4 6½ | 1 10 |
| 8 16 3 | 11 8 | 10 10 | 2 11 | *- 5½ | *4 7 | 16 3 | 21 10½ | 13 6 | 15 - | *1 3 | *6 10½ | 1 6 |
| 9 20 - | (c) 14 2 | 11 8 | 2 7½ | - 6½ | *5 10 | 20 - | 27 10½ | 16 6 | (c) 20 - | - | *7 10½ | 3 6 |
| 10 20 2½ | (c) 14 2 | 11 3 | 2 2 | - 5½ | *6 -½ | 20 2½ | 28 2½ | 16 8 | 16 8 | *3 6½ | *11 6½ | - |
| 11 20 5 | (c) 14 2 | 11 8 | 2 6 | - 4½ | *6 3 | 20 5 | 28 6½ | 16 10 | 18 4 | *2 1 | *10 2½ | 1 6 |
| 12 21 3 | 15 - | 11 8 | 2 3 | - 10½ | *6 3 | 21 3 | 29 10½ | 17 6 | 18 4 | *2 11 | *11 6½ | - 10 |
| 13 23 2 | (c) 12 6 | 12 6 | *- 11½ | *6 3½ | *10 8 | 23 2 | 31 2½ | 22 6 | (c) 15 10 | *7 4 | *15 4½ | *6 8 |
| 14 25 4 | 15 10 | 12 11 | *- 9 | *5 11 | *9 6 | 25 4 | 34 10½ | 23 10 | 18 4 | *7 - | *16 6½ | *5 6 |

(c) For exceptional rates to this class, see Table of Rates.

(d) The maximum charge allowed by law for the carriage of lime to Leith is 15 s. 5 d.; of potatoes, onions, and carrots, 20 s. 11½ d.

COMPARISON between the Maximum Charges allowed by the Caledonian Railway Company's

| Distance in Miles from Forfar. | STATIONS. | Second Class. | | | | | | | | | |
|--|------------------|---|---|---|---|---|--------------------|-----------|-----------|-----------|----|
| | | Hides, (Green, or Market), at Owner's Risk. | Flax, Hemp, Yarns of Flax, Hemp, Tow and Jute. | Wool, and Vices. | Charge per Company's Rate Book for Second Class. | Charge per Company's Rate Book for Yarns. | Difference between | | | | |
| | | Charge per Maximum Rate in Com- pany's Acts. Col. 1. | Charge per Maximum Rate in Com- pany's Acts. Col. 2. | Charge per Maximum Rate in Com- pany's Acts. Col. 3. | Col. 4. | Col. 5. | Cols. | Cols. | Cols. | Cols. | |
| | | | | | | | 1 | 2 | 3 | 2 | |
| | | | | | | | and 4. | and 4. | and 4. | and 5. | |
| M. G. | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | |
| 17 73 | Broughty Ferry - | 3 4½ | 3 9 | 3 9 | 7 6 | 6 - | 4 1½ | 3 9 | 3 9 | 2 3 | 1 |
| 19 30 | Brechin - - | 3 9 | 4 2 | 4 2 | (c) 8 4 | 5 10 | 4 7 | 4 2 | 4 2 | 1 8 | 2 |
| 23 77 | Lochee - - | 4 9 | 6 4½ | 5 - | 8 4 | 6 - | 3 7 | 1 11½ | 3 4 | *- 4½ | 3 |
| 32 40 | Perth, North - | 6 1½ | 6 10½ | 6 10½ | (c) 10 - | s. s. 5 5 | 3 10½ | 3 1½ | 3 1½ | *1 5½ | 4 |
| 41 13 | Stonehaven - | 7 7½ | 8 9 | 8 9 | 11 8 | 11 8 | 4 -½ | 2 11 | 2 11 | 2 11 | 5 |
| 57 31 | Aberdeen - - | 10 3½ | 12 1 | 12 1 | (c) 14 2 | 11 8 | (x) 2 2½ | 2 1 | 2 1 | *- 5 | 6 |
| 65 42 | Stirling - - | 13 - | 17 10½ | 13 9 | 15 - | 15 - | 2 - | *2 10½ | 1 3 | *2 10½ | 7 |
| 77 31 | Denny - - | 15 6 | 21 10½ | 16 3 | 17 6 | 17 6 | 2 - | *4 4½ | 1 3 | *4 4½ | 8 |
| 95 53 | Glasgow - - | 19 3 | 27 10½ | 20 - | (c) 22 6 | 16 8 | (x) 2 7 | *5 4½ | 2 6 | *11 2½ | 9 |
| 96 79 | Cambuslang - | 19 5½ | 28 2½ | 20 2 | 20 - | 20 - | - 6½ | *8 2½ | *- 2 | *8 2½ | 10 |
| 97 32 | Wishaw - - | 19 8 | 28 6½ | 20 5 | 21 8 | 21 8 | 2 - | *6 10½ | 1 3 | *6 10½ | 11 |
| 101 73 | Carlisle - - | 20 6 | 29 10½ | 21 3 | 21 8 | 21 8 | 1 2 | *8 2½ | - 5 | *8 2½ | 12 |
| 105 15 | Leith (d) - - | 22 5 | 31 2½ | (d) 25 4 | (c) 18 4 | 18 4 | *4 1 | *12 10½ | *7 - | *12 10½ | 13 |
| 116 35 | Midcalder (a) - | 24 7 | 34 10½ | (a) 27 3 | 23 4 | 23 4 | *1 3 | *11 6½ | *3 11 | *11 6½ | 14 |

(*) In these cases the Company's charges are less than the maximum rates authorised.

(a) The maximum charge allowed by law for the carriage of vices from Forfar to Midcalder is 25 s. 4 d.

(b) The Company's Acts provide that no additional charge shall be made for loading or unloading.

Acts, for the Conveyance of certain Articles mentioned therein, &c.—*continued.*

| Third Class. | | | | | | | | |
|---|---|---|--|--|-------------------------|------------------------|-------------------------|--|
| Woollen and Worsted Yarns. | Whiskey in Casks and Cases. (b) | Earthenware in Hampers. | Charge per Company's Rate Book for Third Class. | Charge per Company's Rate Book for Whiskey. | Difference between | | | |
| Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | Charge per Maximum Rate in Company's Acts. Col. 3. | | | Cols. 1 and 4. | Cols. 3 and 4 | Cols. 2 and 5. | |
| | | | C.D. — s. d. | C.D. — s. d. | s. d. (x) 2 3 | s. d. 4 7 | s. d. 5 4 | |
| 1 | 3 9 | 3 — | 8 4 | 8 4 | (x) 1 8 | 5 — | 5 — | |
| 2 | 4 2 | 3 4 | 9 2 | 8 4 | (x) * 4½ | 4 2 | 5 2 | |
| 3 | 6 4½ | 4 — | 9 2 | 9 2 | (x) *1 5½ | 4 9½ | 4 6 | |
| 4 | 6 10½ | 5 6 | 11 8 | 10 — | 4 7 | 4 7 | 4 8 | |
| 5 | 8 9 | 7 — | 13 4 | 11 8 | (x) * 5 | 4 7 | 6 2 | |
| 6 | 12 1 | 8 — | 16 8 | 14 2 | * 4½ | 3 9 | 8 — | |
| 7 | 17 10½ | 9 6 | 17 6 | 17 6 | *1 10½ | 3 9 | 5 4 | |
| 8 | 21 10½ | 10 6 | 20 — | 15 10 | (x) *11 2½ | 10 — | 7 2 | |
| 9 | 27 10½ | 12 — | (c) 30 — | 19 2 | *3 2½ | 4 9½ | 4 7 | |
| 10 | 28 2½ | 12 1 | 20 2½ | 16 8 | *1 10½ | 6 3 | 7 — | |
| 11 | 28 6½ | 12 2 | 20 5 | 26 8 | *3 2½ | 5 5 | 5 — | |
| 12 | 29 10½ | 12 6 | 21 3 | 26 8 | (c) 20 10 | 20 10 | 3 — | |
| 13 | 31 2½ | 17 10 | 23 2 | 20 10 | *10 4½ | *2 4 | 3 — | |
| 14 | 34 10½ | 19 6 | 25 4 | 28 4 | *6 6½ | 3 — | *11 2 | |

(c) For exceptional rates in this class, see Table of Rates.

(d) The maximum charge allowed by law for the carriage of vices from Forfar to Leith is 23 s. 2 d.

(x) Difference between the Company's exceptional rate and the maximum rate allowed by law.

COMPARISON between the Maximum Charges allowed by the Caledonian Railway Company's

| Distance in Miles from Forfar. | STATIONS. | Fourth Class. | | | | | |
|--|----------------------|---|---|--|--------------|--|--|
| | | Manufactured Woollen and Worsted Goods, Confectionery in Hampers, Preserves, and Marmalade in Crates. | Charge per Company's Rate Book for Fourth Class. | Difference between Cols. 1 and 2. | Earthenware | Feathers, Millinery, Boots and Shoes in Hampers and Parcels. | |
| | | | | | in Boxes. | | |
| | | | | | | | Charge per Maximum Rate in Company's Acts. |
| | | Col. 1. | Col. 2. | | Col. 1. | Col. 2. | |
| M. C. | | s. d. | c. d. — s. d. | s. d. | s. d. | s. d. | |
| 17 73 | Broughty Ferry - - - | 5 3 | 9 2 | 3 11 | 3 9 | 5 3 | 1 |
| 19 30 | Brechin - - - - | 5 10 | 10 - | 4 2 | 4 2 | 5 10 | 2 |
| 23 77 | Lochee - - - - | 7 5½ | 10 10 | 3 4½ | 5 - | 7 5½ | 3 |
| 32 40 | Perth, North - - - | 9 7½ | 13 4 | 3 8½ | 6 10½ | 9 7½ | 4 |
| 41 13 | Stonehaven - - - | 12 3 | 15 - | 2 9 | 8 9 | 12 3 | 5 |
| 57 31 | Aberdeen - - - - | 16 11 | (a) 20 - | 3 1 | 12 1 | 16 11 | 6 |
| 65 42 | Stirling - - - - | 20 7½ | 20 - | * 7½ | 13 9 | 20 7½ | 7 |
| 77 31 | Denny - - - - | 24 7½ | 25 - | - 4½ | 16 3 | 24 7½ | 8 |
| 95 53 | Glasgow - - - - | 30 7½ | (a) 35 - | 4 4½ | 20 - | 30 7½ | 9 |
| 96 79 | Cambuslang - - - | 30 11½ | 28 4 | * 2 7½ | 20 2½ | 30 11½ | 10 |
| 97 32 | Wishaw - - - - | 31 3½ | 32 6 | 1 2½ | 20 5 | 31 3½ | 11 |
| 101 73 | Carluke - - - - | 32 7½ | 30 - | * 2 7½ | 21 3 | 32 7½ | 12 |
| 105 15 | Leith - - - - | 33 11½ | 26 8 | * 7 3½ | 23 2 | 33 11½ | 13 |
| 116 35 | Midcalder - - - - | 37 7½ | 35 - | * 2 7½ | 25 4 | 37 7½ | 14 |

* In these cases the Company's charges are less than the maximum rates authorised.

Acts, for the Conveyance of certain Articles mentioned therein, &c.—*continued.*

| Fifth Class. | | | | Furniture. | | | | | |
|---|-------------------------|-------------------------|---|---|--------------------------------|--|-------------------------|-------------------------|-------|
| Charge per Company's Rate Book for Fifth Class. Col. 3. | Difference between | | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book for | | | Difference between | | |
| | Cols. 1 and 3. | Cols. 2 and 3. | | Fourth Class, at Owner's Risk. Col. 2. | Fifth Class. Col. 3. | Fifth Class, with 20 per Cent. additional. Col. 4. | Cols. 1 and 2. | Cols. 1 and 4. | |
| | | | | | | | | | |
| | | | | | | | | | |
| C. D. — s. d. | s. d. | s. d. | s. d. | s. s. — s. d. | C. D. — s. d. | C. D. — s. d. | s. d. | s. d. | |
| 1 | 10 - | 6 3 | 4 9 | 5 3 | 9 2 | 10 - | 12 - | 3 11 | 6 9 |
| 2 | 11 8 | 7 6 | 5 10 | 5 10 | 10 - | 11 8 | 14 - | 4 2 | 8 2 |
| 3 | 11 8 | 6 8 | 4 2½ | 7 5½ | 10 10 | 11 8 | 14 - | 3 4½ | 6 6½ |
| 4 | 15 - | 8 1½ | 5 4½ | 9 7½ | 13 4 | 15 - | 18 - | 3 8½ | 8 4½ |
| 5 | 16 8 | 7 11 | 4 5 | 12 3 | 15 - | 16 8 | 20 - | 2 0 | 7 0 |
| 6 | 21 8 | 9 7 | 4 9 | 16 11 | 20 - | 21 8 | 26 - | 3 1 | 9 1 |
| 7 | 25 - | 11 3 | 4 4½ | 20 7½ | 20 - | 25 - | 30 - | * - 7½ | 9 4½ |
| 8 | 30 - | 13 9 | 5 4½ | 24 7½ | 25 - | 30 - | 36 - | - 4½ | 11 4½ |
| 9 | 37 6 | 17 6 | 6 10½ | 30 7½ | 35 - | 37 6 | 45 - | 4 4½ | 14 4½ |
| 10 | 33 4 | 13 1½ | 2 4½ | 30 11½ | 28 4 | 33 4 | 40 - | * 2 7½ | 9 -½ |
| 11 | 38 4 | 17 11 | 7 -½ | 31 3½ | 32 6 | 38 4 | 46 - | 1 2½ | 14 8½ |
| 12 | 36 8 | 15 5 | 4 -½ | 32 7½ | 30 - | 36 8 | 44 - | 2 7½ | 11 4½ |
| 13 | 37 6 | 14 4 | 3 6½ | 33 11½ | 26 8 | 37 6 | 45 - | * 7 3½ | 11 -½ |
| 14 | 41 8 | 16 4 | 4 -½ | 37 7½ | 35 - | 41 8 | 50 - | 2 7½ | 12 4½ |

(a) For exceptional rates in this class, see Table of Rates.

COMPARISON between the MAXIMUM CHARGES allowed by the Caledonian -
and the TOTAL CHARGES made by the Company for the Carriage

| Distance in Miles from Dundee. | STATIONS. | Mineral Class. | | | | | | Special | | | |
|--------------------------------|----------------|---|---------------------------------|--|---------------------------------|--------------------|----------------|---|--|--------------------------------|--------------------------------|
| | | Police and Farmyard Manure, Lime, Materials for the Repair of Public Roads. | | Stones for Building, Pitching, and Paving, Bricks, Slates, Clay, Sand, Iron Ore. | | Difference between | | Bar Iron (un-damage-able), at Owner's Risk. | Potatoes, Onions, Carrots, in Quantities of not less than One Ton, Grain, Corn, Flour. | Charge per Company's Rate Book | Charge per Company's Rate Book |
| | | Charge per Maximum Rate in Company's Acts. | Charge per Company's Rate Book. | Charge per Maximum Rate in Company's Acts. | Charge per Company's Rate Book. | Cols. 1 and 2. | Cols. 3 and 4. | Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Company's Acts. | for Special Class. | Un-damage-able Iron. |
| | | Col. 1. | Col. 2. | Col. 3. | Col. 4. | | | Col. 1. | Col. 2. | Col. 3. | Col. 4. |
| | | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. s. — s. d. | s. d. | s. d. | s. d. | s. d. | s. s. — s. d. | s. s. — s. d. |
| M. C. | | | | | | | | | | | |
| 23 49 | Perth - - - | 3 - | 2 8 | 3 9 | 3 8 | * - 4 | * - 1 | 3 9 | (b) 4 6 | 4 - | 4 - 1 |
| 41 34 | Crieff - - - | 5 3 | 3 0 | 5 6 | 4 10 | * 1 9 | * - 8 | 5 6 | (b) 7 7½ | 7 - | 7 - 2 |
| 56 19 | Stirling - - - | 7 1½ | - | 6 7 | - | - | - | 6 7 | (b) 10 1½ | 7 6 | 7 6 3 |
| 64 21 | Larbert - - - | 8 1½ | 4 5½ | 7 1 | 5 6½ | * 3 8 | * 1 6½ | 7 1 | (b) 11 -½ | 9 - | 9 - 4 |
| 85 32 | Motherwell - - | 10 9 | 5 4 | 8 5 | 6 5 | * 5 5 | * 2 - | 17 11 | (a) 17 11 | 12 6 | 8 4 5 |
| 86 30 | Glasgow - - - | 10 10½ | - | 8 6 | - | - | - | 18 1½ | (a) 18 1½ | 11 8 | 10 10 6 |
| 86 78 | Shieldmuir - - | 10 10½ | 5 4½ | 8 6 | 6 5½ | * 5 6 | * 2 -½ | 18 1½ | (a) 18 1½ | 12 6 | 8 4 7 |
| 95 72 | Leith - - - | 13 1 | (e) - | 12 10 | - | - | - | 20 - | (a) 20 - | 9 2 | 9 2 8 |
| 96 33 | Paisley - - - | 12 1½ | - | 9 1 | - | - | - | 20 2½ | (a) 20 2½ | 13 4 | 8 4 9 |
| 112 9 | Greenock - - - | 14 1½ | - | 10 1 | - | - | - | 23 6½ | (a) 23 6½ | 13 4 | 13 4 10 |
| 174 29 | Carlisle - - - | 21 10½ | - | 14 - | - | - | - | 36 5½ | (a) 36 5½ | 22 6 | 16 8 11 |
| 9 46 | Palmure - - - | 1 3 | - | 2 - | - | - | - | 2 - | (b) 1 10½ | 2 8 | 2 8 12 |
| 16 43 | Arbroath - - - | 2 1½ | - | 2 10½ | - | - | - | 2 10½ | (b) 3 2 | 4 2 | 4 2 13 |
| 21 32 | Forfar - - - | 2 9 | - | 3 6 | - | - | - | 3 6 | (b) 4 1½ | 5 - | 5 - 14 |
| 34 43 | Brechin - - - | 4 4½ | - | 4 11 | - | - | - | 4 11 | (b) 6 5½ | 7 6 | 7 6 15 |
| 36 20 | Montrose - - - | 4 7½ | - | 5 1 | - | - | - | 5 1 | (b) 6 9½ | 7 6 | 7 6 16 |
| 56 26 | Stonehaven - - | 7 1½ | - | 6 7 | - | - | - | 6 7 | (b) 10 1½ | 10 - | 8 9 17 |
| 72 44 | Aberdeen - - - | 9 1½ | - | 7 7 | - | - | - | 7 7 | (b) 11 8½ | 10 10 | 10 - 18 |

Notes.—For exceptional rates for articles in each class, see Table of Rates.
(a) This charge includes all services incidental to the conveyance, except cartage, in the collection and delivery of the goods.
(b) This rate includes loading and unloading. (c) This rate includes loading or unloading.

Railway Company's Acts for the Conveyance of certain ARTICLES mentioned therein,
of such ARTICLES between DUNDEE and the undermentioned STATIONS.

| Class. | | First Class. | | | | | | | |
|-------------------------|-------------------------|--|--|--|--|-------------------------|-------------------------|-------------------------|--------------|
| Difference between | | Nails, Sugar (except Lump), Earthen- ware. | Jute. | Rags, Coarse Paper, Paper for Printing. | Charge per Company's Rate Book for First Class. | Difference between | | | |
| Cols. 1 and 4. | Cols. 2 and 3. | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | Charge per Maximum Rate in Company's Acts. Col. 3. | Col. 4. | Cols. 1 and 4. | Cols. 2 and 4. | Cols. 3 and 4. | |
| <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>c. d.</i> <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 1 | - 3 | *- 6 | 5 - | 8 - | (c) 4 6 | 6 8 | 1 8 | *3 6 | 2 2 |
| 2 | 1 6 | *- 7½ | 8 9 | 11 9 | (c) 7 6 | 10 - | 1 3 | *1 9 | 2 6 |
| 3 | - 11 | *2 7½ | 11 10½ | 19 - | (c) 10 - | 11 8 | *- 2½ | *7 4 | 1 8 |
| 4 | 1 11 | *2 -½ | 13 6½ | 21 8 | (c) 11 4 | 12 6 | *1 -½ | *9 2 | 1 2 |
| 5 | *9 7 | *5 5 | (a) 17 11 | (a) 17 11 | (a) 17 11 | 18 4 | - 5 | - 5 | - 5 |
| 6 | *7 3½ | *6 5½ | (a) 18 1½ | (a) 18 1½ | (a) 18 1½ | 16 8 | *1 5½ | (x) *9 1½ | *1 5½ |
| 7 | *9 9½ | *5 7½ | (a) 18 1½ | (a) 18 1½ | (a) 18 1½ | 16 8 | *1 5½ | *1 5½ | *1 5½ |
| 8 | *10 10 | *10 10 | (a) 20 - | (a) 20 - | (a) 20 - | 12 6 | *7 6 | (x) *12 6 | *7 6 |
| 9 | *11 10½ | *6 10½ | (a) 20 2½ | (a) 20 2½ | (a) 20 2½ | 17 6 | *2 8½ | *2 8½ | *2 8½ |
| 10 | *10 2½ | *10 2½ | (a) 23 6½ | (a) 23 6½ | (a) 23 6½ | 18 4 | *5 2½ | (x) 13 6½ | *5 2½ |
| 11 | *19 9½ | *13 11½ | (a) 36 5½ | (a) 36 5½ | (a) 36 5½ | 27 6 | *8 11½ | *8 11½ | *8 11½ |
| 12 | - 8 | - 9½ | (c) 2 1 | (c) 2 1 | (c) 2 1 | 4 2 | 2 1 | 2 1 | 2 1 |
| 13 | 1 3½ | 1 - | (c) 3 6½ | (c) 3 6½ | (c) 3 4 | 6 8 | 3 1½ | (x) *- -½ | 3 4 |
| 14 | 1 6 | - 10½ | (c) 4 7 | (c) 4 7 | (c) 4 2 | 7 6 | 2 11 | 2 11 | 3 4 |
| 15 | 2 7 | 1 -½ | (c) 7 3½ | (c) 7 3½ | (c) 6 4 | 10 - | 2 8½ | 2 8½ | 3 8 |
| 16 | 2 5 | - 8½ | (c) 7 8½ | (c) 7 8½ | (c) 6 8 | 10 - | 2 3½ | 2 3½ | 3 4 |
| 17 | 2 2 | *- 1½ | (c) 11 10½ | (c) 11 10½ | (c) 10 - | 12 6 | - 7½ | - 7½ | 2 6 |
| 18 | 2 5 | *- 10½ | (c) 15 2½ | (c) 15 2½ | (c) 12 8 | 15 - | *- 2½ | (x) *7 8½ | 2 4 |

* In these cases the Company's charges are less than the maximum rates authorised.

(c) The charge for the carriage of lime to Leith is 14s. 2d.

(x) Difference between exceptional rate charged by Company and the maximum rate allowed by law.

COMPARISON between the Maximum Charges allowed by the Caledonian Railway Company's

| Distance in Miles from Dundee. | STATIONS. | Second Class. | | | | | | | |
|--------------------------------|------------------|--|--|--|---|-------------------------|-------------------------|-------------------------|----|
| | | Hides, (Green, or Market), at Owner's Risk. | Hemp, Tow, Cotton, and Linen Yarns (Packed). | Wool. | Charge per Company's | Difference between | | | |
| | | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | Charge per Maximum Rate in Company's Acts. Col. 3. | Rate Book for Second Class. Col. 4. | Cols. 1 and 3. | Cols. 2 and 4. | Cols. 3 and 4. | |
| | | | | | | | | | |
| | | | | | | | | | |
| M. C. | | s. d. | s. d. | s. d. | C. D. s. d. | s. d. | s. d. (x) | s. d. | |
| 23 49 | Perth - - - - | 5 - | 8 - | 5 - | 7 6 | 2 6 | * 1 4 | 2 6 | 1 |
| 41 34 | Crieff - - - - | 8 3 | 11 9 | 8 9 | 11 8 | 3 5 | * - 1 | 2 11 | 2 |
| 56 19 | Stirling - - - - | 11 10½ | 19 - | 11 10½ | 13 4 | 1 5½ | * 5 8 | 1 5½ | 3 |
| 64 21 | Larbert - - - - | 13 6 | 21 8 | 13 6½ | 15 - | 1 5½ | * 6 8 | 1 5½ | 4 |
| 85 32 | Motherwell - - - | (a) 17 11 | (a) 17 11 | (a) 17 11 | 20 - | 2 1 | 2 1 | 2 1 | 5 |
| 86 30 | Glasgow - - - - | (a) 18 1½ | (a) 18 1½ | (a) 18 1½ | 20 - | 1 10½ | (x) * 3 1½ | 1 10½ | 6 |
| 86 78 | Shieldmuir - - - | (a) 18 1½ | (a) 18 1½ | (a) 18 1½ | 18 4 | - 2½ | * - 2½ | - 2½ | 7 |
| 95 72 | Leith - - - - - | (a) 20 - | (a) 20 - | (a) 20 - | 13 4 | * 6 8 | * 6 8 | * 6 8 | 8 |
| 96 33 | Paisley - - - - | (a) 20 2½ | (a) 20 2½ | (a) 20 2½ | 20 - | * - 2½ | * - 2½ | * - 2½ | 9 |
| 112 9 | Greenock - - - - | (a) 23 6½ | (a) 23 6½ | (a) 23 6½ | 20 - | * 3 6½ | (x) * 6 -½ | * 3 6½ | 10 |
| 174 29 | Carlisle - - - - | (a) 36 5½ | (a) 36 5½ | (a) 36 5½ | 32 6 | * 3 11½ | (x) * 11 5½ | * 3 11½ | 11 |
| 9 46 | Panmure - - - - | 1 10½ | 2 1 | 2 1 | 5 - | 3 1½ | 2 11 | 2 11 | 12 |
| 16 43 | Arbroath - - - - | 3 2 | 3 6½ | 3 6½ | 7 6 | (x) 3 6 | (x) 2 11½ | 3 11½ | 13 |
| 21 32 | Forfar - - - - - | 4 1½ | 4 7 | 4 7 | 8 4 | 4 2½ | (x) 1 5 | 3 9 | 14 |
| 34 43 | Brechin - - - - | 6 5½ | 7 3½ | 7 3½ | 11 8 | 5 2½ | (x) 1 -½ | 4 4½ | 15 |
| 36 20 | Montrose - - - - | 6 9½ | 7 8½ | 7 8½ | 11 8 | 4 10½ | (x) - 7½ | 3 11½ | 16 |
| 56 26 | Stonehaven - - - | 10 1½ | 11 10½ | 11 10½ | 14 2 | (x) 2 9½ | 2 3½ | 2 3½ | 17 |
| 72 44 | Aberdeen - - - - | 11 8½ | 15 2½ | 15 2½ | 16 8 | (x) 3 3½ | (x) * 1 10½ | 1 5½ | 18 |

* In these cases the Company's charges are less than the maximum rates authorised.
(a) This charge includes all services incidental to the conveyance, except cartage, in the collection and delivery of the goods.

Acts, for the Conveyance of certain Articles mentioned therein, &c.—*continued*.

| Third Class. | | | | | | | |
|--|--|--|--|-------------------------|-------------------------|-------------------------|--------------|
| Woollen and Worsted Yarns. | Whiskey in Casks and Cases. | Earthenware in Hampers. | Charge per Company's Rate Book for Third Class. | Difference between | | | |
| Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Maximum Rate in Company's Acts. Col. 2. | Charge per Maximum Rate in Company's Acts. Col. 3. | Col. 4. | Cols. 1 and 4. | Cols. 2 and 4. | Cols. 3 and 4. | |
| <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>c. d.</i> <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 1 8 - | (b) 4 - | 5 - | 8 4 | - 4 | 4 4 | 3 4 | |
| 2 11 9 | 7 - | 8 9 | 13 4 | 1 7 | 6 4 | 4 7 | |
| 3 19 - | (b) 8 9 | 11 10½ | 15 - | * 4 - | 6 3 | 3 1½ | |
| 4 21 8 | (b) 9 5 | 13 6½ | 17 6 | * 4 2 | 8 1 | 3 11½ | |
| 5 (a) 21 6 | (a) 21 6 | 17 11 | 23 4 | 1 10 | 1 10 | 5 5 | |
| 6 (a) 21 9 | (a) 21 9 | 18 1½ | 22 6 | - 9 | (x) * 5 1 | 4 4½ | |
| 7 (a) 21 9 | (a) 21 9 | 18 1½ | 21 8 | * - 1 | * - 1 | 3 6½ | |
| 8 (a) 24 - | (a) 24 - | 20 - | 15 - | * 9 - | (x) * 10 8 | * 5 - | |
| 9 (a) 24 3 | (a) 24 3 | 20 2½ | 26 8 | 2 5 | (x) * 4 3 | 6 5½ | |
| 10 (a) 28 3 | (a) 28 3 | 23 6½ | 27 6 | * - 9 | * - 9 | 3 11½ | |
| 11 (a) 43 9 | (a) 43 9 | 36 5½ | 37 6 | * 6 3 | * 6 3 | 1 -½ | |
| 12 2 1 | (b) 1 8 | 2 1 | 5 10 | 3 9 | 4 2 | 3 9 | |
| 13 3 6½ | (b) 2 10 | 3 6½ | 8 4 | 4 9½ | 5 6 | 4 9½ | |
| 14 4 7 | (b) 3 8 | 4 7 | 9 2 | 4 7 | (x) 4 8 | 4 7 | |
| 15 7 3½ | (b) 5 10 | 7 3½ | 13 4 | 6 -½ | 7 6 | 6 1 | |
| 16 7 8½ | (b) 6 2 | 7 8½ | 13 4 | 5 7½ | 7 2 | 5 7½ | |
| 17 11 10½ | (b) 8 9 | 11 10½ | 16 8 | 4 9½ | 7 11 | 4 9½ | |
| 18 15 2½ | (b) 10 1 | 15 2½ | 20 - | 4 9½ | 9 11 | 4 9½ | |

(b) This rate includes loading and unloading.

(x) Difference between exceptional rate charged by the Company, and the maximum rate allowed by law.

COMPARISON between the Maximum Charges allowed by the Caledonian Railway Company's

| Distance in Miles from Dundee. | | Fourth Class. | | | | Fifth Class. | | | |
|--------------------------------|----|------------------|---|--|--|---|--|---|----|
| | | STATIONS. | Manufactured Woollen and Worsted Goods, Toys, Confectionery in Hampers, Preserves and Marmalades in Crates. | Charge per Company's Rate Book for Fourth Class. | Difference between Cols. 1 and 2. | Earthenware in Boxes. | Feathers for Dress, Hats (except Soft Felt), Millinery, Raw Silk, Silk Velvet. | Charge per Company's Rate Book for Fifth Class. Col. 3. | |
| | | | Charge for Maximum Rate in Company's Acts. | | | Charge per Maximum Rate in Company's Acts. | Charge per Maximum Rate in Company's Acts. | | |
| | | | Col. 1. | Col. 2. | | Col. 1. | Col. 2. | | |
| M. | C. | | s. d. | C. D. s. d. | s. d. | s. d. | s. d. | C. D. s. d. | |
| 23 | 49 | Perth - - - | 8 - | 10 - | 2 - | 5 - | 8 - | 11 8 | 1 |
| 41 | 34 | Crieff - - - | 13 3 | 15 - | 1 9 | 8 9 | 13 3 | 17 6 | 2 |
| 56 | 19 | Stirling - - - | 19 - | 17 6 | *1 6 | 11 10½ | 19 - | 20 - | 3 |
| 64 | 21 | Larbert - - - | 21 8 | 20 - | *1 8 | 13 6½ | 21 8 | 26 8 | 4 |
| 85 | 32 | Motherwell - - - | (a) 21 6 | 25 - | 3 6 | (a) 17 11 | (a) 28 8 | (a) 33 4 | 5 |
| 86 | 30 | Glasgow - - - | (a) 21 9 | 26 8 | 4 11 | (a) 18 1½ | (a) 29 - | (a) 32 6 | 6 |
| 86 | 78 | Shieldmuir - - - | (a) 21 9 | 22 6 | - 9 | (a) 18 1½ | (a) 29 - | (a) 30 - | 7 |
| 95 | 72 | Leith - - - | (a) 24 - | 20 - | *4 - | (a) 20 - | (a) 32 - | (a) 30 - | 8 |
| 96 | 33 | Paisley - - - | (a) 24 3 | 27 6 | 3 3 | (a) 20 2½ | (a) 32 4 | (a) 38 4 | 9 |
| 112 | 9 | Greenock - - - | (a) 28 3 | 30 - | 1 9 | (a) 23 6½ | (a) 37 8 | (a) 43 4 | 10 |
| 174 | 29 | Carlisle - - - | (a) 43 9 | 42 6 | *1 3 | (a) 36 5½ | (a) 58 4 | (a) 50 - | 11 |
| 9 | 46 | Panmure - - - | 2 11 | 6 8 | 3 9 | 2 1 | 2 11 | 7 6 | 12 |
| 16 | 43 | Arbroath - - - | 4 11½ | 9 2 | 4 2½ | 3 6½ | 4 11½ | 10 - | 13 |
| 21 | 32 | Forfar - - - | 6 5 | 10 - | 3 7 | 4 7 | 6 5 | 11 8 | 14 |
| 34 | 43 | Brechin - - - | 10 2½ | 15 - | 4 9½ | 7 3½ | 10 2½ | 16 8 | 15 |
| 36 | 20 | Montrose - - - | 10 9½ | 15 - | 4 2½ | 7 8½ | 10 9½ | 16 8 | 16 |
| 56 | 26 | Stonehaven - - - | 16 7½ | 19 2 | 2 6½ | 11 10½ | 16 7½ | 21 8 | 17 |
| 72 | 44 | Aberdeen - - - | 21 3½ | 25 - | 3 8½ | 15 2½ | 21 3½ | 27 6 | 18 |

* In these cases the Company's charges are less than the maximum rates authorised.

Acts, for the Conveyance of certain Articles mentioned therein, &c. — *continued*.

| | | Furniture. | | | | | | |
|-------------------------|-------------------------|---|---|---|---|-------------------------|-------------------------|-------|
| Difference between | | Packed in Cases, or Vans. | | Loose, or Packed in Mats. | | Difference between | | |
| Cols. 1 and 3. | Cols. 2 and 3. | Charge per Maximum Rate in Company's Acts. Col. 1. | Charge per Company's Rate Book. Col. 2. | Charge per Maximum Rate in Company's Acts. Col. 3. | Charge per Company's Rate Book. Col. 4. | Cols. 1 and 2. | Cols. 3 and 4. | |
| <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>c. d.</i> <i>s. d.</i> | <i>s. d.</i> | <i>c. d.</i> <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| 1 | 6 8 | 3 8 | 8 - | 11 8 | 8 - | 14 - | 3 8 | 6 - |
| 2 | 8 9 | 4 3 | 13 3 | 17 6 | 13 3 | 21 - | 4 3 | 7 9 |
| 3 | 8 1½ | 1 - | 19 - | 20 - | 19 - | 24 - | 1 - | 5 - |
| 4 | 13 1½ | 5 - | 21 8 | 26 8 | 21 8 | 32 - | 5 - | 10 4 |
| 5 | 15 5 | 4 8 | (a) 28 8 | 33 4 | (a) 34 5 | 40 - | 4 8 | 5 7 |
| 6 | 14 4½ | 3 6 | (a) 29 - | 32 6 | (a) 34 9½ | 39 - | 3 6 | 4 2½ |
| 7 | 11 10½ | 1 - | (a) 29 - | 30 - | (a) 34 9½ | 36 - | 1 - | 1 2½ |
| 8 | 10 - | *2 - | (a) 32 - | 30 - | (a) 38 5 | 36 - | *2 - | *2 5 |
| 9 | 18 1½ | 6 - | (a) 32 4 | 38 4 | (a) 38 5 | 46 - | 6 - | 7 2½ |
| 10 | 19 9½ | 5 8 | (a) 37 8 | 43 4 | (a) 45 2 | 52 - | 5 8 | 6 10 |
| 11 | 13 6½ | *8 4 | (a) 58 4 | 50 - | (a) 70 - | 60 - | *8 4 | *10 - |
| 12 | 5 5 | 4 7 | 2 11 | 7 6 | 2 11 | 9 - | 4 7 | 6 1 |
| 13 | 6 5½ | 5 -½ | 4 1½ | 10 - | 4 11½ | 12 - | 5 -½ | 7 -½ |
| 14 | 7 1 | 5 3 | 6 5 | 11 8 | 6 5 | 14 - | 5 3 | 7 7 |
| 15 | 9 4½ | 6 5½ | 10 2½ | 16 8 | 10 2½ | 20 - | 6 5½ | 9 9½ |
| 16 | 8 11½ | 5 10½ | 10 9½ | 16 8 | 10 - | 20 - | 5 10½ | 10 |
| 17 | 9 9½ | 5 -½ | 16 7½ | 21 8 | 16 7½ | 26 - | 5 -½ | 9 4½ |
| 18 | 12 3½ | 6 2½ | 21 3½ | 27 6 | 21 3½ | 33 - | 6 2½ | 11 2½ |

(a) This charge includes all services incidental to the conveyance, except cartage in the collection and delivery of the goods; except for furniture packed in cases or vans, the charges for which include collection and delivery of the full case or van, and the return of the empty case or van from station to station. The weight of the case or van is charged for at the same rate as the goods.

Appendix, No. 57.

PAPERS handed in by the *Chairman*.

MEMORIAL of the Mayor, Aldermen, and Burgesses of the Borough of Preston.

To the Select Committee on Railway Charges.

The humble MEMORIAL of the Mayor, Aldermen, and Burgesses of the Borough of Preston, in Council assembled under their Common Seal,

Sheweth,

THAT Preston, one of the great manufacturing towns in Lancashire, has for years suffered from the excessive charges for freightage to and from the town.

That it has a population of about 96,000, and is chiefly interested in cotton, grain, timber, and to some extent, the iron trades.

That there are about 2,000,000 spindles and 34,000 looms used in the manufacture of cotton, the chief trade of the town, of which about 60,000 tons are manufactured annually.

That the railways serving the town are the London and North Western and the Lancashire and Yorkshire, and by arrangement between themselves, the companies divide the traffic; hence there is no competition.

That the acquirement of the Fleetwood, Preston, and West Riding Junction Railway in 1866, by the London and North Western and Lancashire and Yorkshire Railway Companies as joint lessees caused a most serious loss to Preston, as this shut out the Midland Railway Company from an independent entrance to Preston through Skipton and Clithero.

That in the year 1872 the railway companies increased their rates of carriage of goods about 10 per cent. in consequence of the high price of coal, and the rates have not since been reduced.

That as far back as the year 1865, the town council had under their consideration the grievance that the town laboured under by the charges made for the conveyance of passengers and goods in the district.

That another effort was made in the year 1878, when a deputation was appointed by the corporation to wait upon the directors of the two companies in conjunction with deputations from the following other towns, viz., Blackburn, Burnley, Accrington, and Darwen, and the result of that interview was that the directors promised to consider the representations made on the subject and would communicate the result of their deliberations.

That subsequently a letter was received from the secretary stating that the directors would not be justified in reducing the rates of carriage.

That as recently again as this year a deputation was appointed by the corporation in conjunction with Blackburn, and sought an interview with the Lancashire and Yorkshire Railway Company, but they were informed in a letter from the secretary of the company that his directors were of opinion that no practical good would result from their receiving representatives collectively from different places variously affected, and that they would prefer to communicate with each separately, first receiving in each case particulars of what the deputations called attention to.

That hence it was decided to lay the grievance before your Committee.

That for the same reasons the development of the River Ribble, on the banks of which the town is situate, has from time to time received and is now receiving the serious consideration of the corporation, and consequent upon a memorial signed by 4,964 inhabitants of the town, including all the leading manufacturing interests, the corporation entered into negotiations with the Ribble Navigation Company (a company created some years ago for the purpose of improving and developing the navigation, but which they have hitherto failed in) for acquiring their undertaking and interest, it being urged by those advocating the development of the river that many goods now brought by rail would be able to come by sea at a greatly reduced cost.

That as evidence of what would be the result of the proposed development, your memorialists may state that several of the leading corn merchants in this town bring most of their grain from Liverpool by sea, and that at a much lower cost than by rail.

That the consequence of the excessive charges is to divert much of the trade from the town, and as both the London and North Western and the Lancashire and Yorkshire Railway Companies are the owners of the docks at Fleetwood (as also having large interest in the Goole and Hull Docks) it is to their interest to cause such diversion, the practice they adopt is to charge a lower rate per mile for carriage to other places than Preston.

That the rate for carriage of yarn between Manchester and Preston is 12 *s.* 6 *d.*, being, in the opinion of your memorialists, 1 *s.* 3 *d.* too much.

That the rate for cotton from Liverpool to Preston (28½ miles) is 10 *s.* per ton, while the rate to Lancaster 21 miles further, is the same.

That the rate for grain between Liverpool and Preston (as compared with cotton) is 7 *s.* (with all empty sacks returned free).

That the rate for sugar between the same places is 9 *s.* 2 *d.*, the rate from Liverpool to Lancaster upwards of 21 miles further (passing through Preston) is the same, viz., 9 *s.* 2 *d.*

That this last rate is 1 *s.* more than the rate from Liverpool to Manchester.

COTTON TRADE.

That about 60,000 tons of cotton is manufactured annually in this town, and the following statement, with the tables appended to this memorial, will show the great loss the town sustains by, and the injustice of the present rates of carriage.

That the rate for yarn from Preston to Blackburn, and other adjoining districts, is so high that a large quantity is carted; this carting by road taking four hours as against a day per rail.

That the following table is, as near as can be ascertained, the average distance travelled, and cost of carriage of cotton, yarn, and cloth in its different transits, and shows the excess calculated at 3½ *d.* per ton per mile, and 1 *s.* terminal at each end.

| Goods. | | Distance in Miles. | Rate Charged. | Excess. |
|----------------|--|--------------------------|------------------|---------|
| | | | £. s. d. | s. d. |
| Cotton - - - | Liverpool to Preston (cartage at latter only). | 28½ | - 10 - | - 6 |
| Yarn - - - | Preston to Blackburn - - | 11 | - 6 8 | 1 4½ |
| Cloth - - - | Blackburn to Manchester - - | 23 | - 10 10 | 1 4 |
| „ - - - | Manchester to Bolton (for bleaching). | 11 | - 6 8 | 1 4½ |
| „ - - - | Bolton to Manchester (for packing). | 11 | - 6 8 | 1 4½ |
| „ for export - | Manchester to Liverpool - - | 31 | - 10 - | — |
| TOTAL - - - £. | | | 2 10 10 | 5 11½ |

WINES AND SPIRITS TRADE.

That for many years past the wine and spirit trade has suffered on account of the excessive rates of carriage of goods.

That Preston, as an inland town, has to pay a higher rate than seaport towns, as is instanced by the rate from northern towns, Edinburgh and Glasgow to Liverpool, for where there is sea communication the railway companies carry goods by rail (through Preston) to northern towns for less, in proportion to the distance, than from the same places to Preston. For instance, the rate from Liverpool to Edinburgh (219 miles, passing through Preston), is 25 *s.* per ton; whereas the rate from Liverpool to Preston (28½ miles) is 10 *s.* per ton, that is to say, if Preston were charged at the same rate as Edinburgh, the rate would be 3 *s.* 2 *d.*, or 7 *s.* 10 *d.* per ton less than is now paid.

That the town also suffers from the excessive charges for goods from continental towns to Preston as compared with goods from the same places to northern towns.

That previous to the time when the railway companies increased their rates of carriage of goods, empty casks were returned by the companies at a very nominal charge, but now they charge the trade for empties the same rate per ton as full casks.

That for wines and spirits from Glasgow to Preston, if consigned in the first instance to Liverpool (passing, of course, through Preston), then consigned from Liverpool to Preston back again, the rate would be 31 *s.* 8 *d.* per ton, whereas consigned from Glasgow direct to Preston, the rate would be 35 *s.* per ton, being 3 *s.* 4 *d.* per ton more, although the goods would travel the shorter distance of 57 miles in this latter than in the former case. This is instanced by the tabulated statement appended to this memorial, and the same remarks apply to all the towns mentioned in such tabulated statement.

COAL TRADE.

That with regard to coal, the rate charged per ton per mile from Wigan to Preston is 1 *d.*, but from Wigan to Fleetwood $\frac{3}{4}$ *d.* Most of the coal used in Preston comes from the Wigan district.

GRAIN TRADE.

That in addition to what has been stated previously with regard to this trade, it may be mentioned that the rate for grain, flour, &c., from Liverpool (from which place most of the grain comes) to Lancaster (48 $\frac{1}{2}$ miles) is 6 *s.* 8 *d.* per ton, with a minimum of four ton lots, whilst from Liverpool to Preston (28 $\frac{1}{2}$ miles) it is 6 *s.* 8 *d.* per ton, with a minimum of two ton lots, although 20 miles less distance.

PROVISION TRADE.

That the town also suffers from the high price of carriage of provisions from Liverpool to Preston, and from Preston to the northern towns, as compared with the rates from Liverpool to the northern towns, and your memorialists beg to submit the following returns respecting cheese as an illustration, this town being the centre of a cheese manufacturing district.

CHEESE (Packed in Boxes).

Rate from Liverpool to Preston - - - - - 10 *s.* per ton.

| From | To | Rate per Ton. | From | To | Rate per Ton. |
|-------------|--------------|---------------------|-----------|--------------|---------------------|
| | | <i>s.</i> <i>d.</i> | | | <i>s.</i> <i>d.</i> |
| Liverpool - | Carlisle - | 18 4 | Preston - | Carlisle - | 23 4 |
| " - | Glasgow - | 20 - | " - | Glasgow - | 30 - |
| " - | Kilmarnock - | 26 8 | " - | Kilmarnock - | 30 - |
| " - | Dumfries - | 25 - | " - | Dumfries - | 28 4 |
| " - | Lancaster - | 10 10 | " - | Lancaster - | 9 2 |
| " - | Kendal - | 14 2 | " - | Kendal - | 15 - |
| " - | Ulverston - | 15 - | " - | Ulverston - | 15 - |
| " - | Barrow - | 15 - | " - | Barrow - | 15 - |

That the town has a large trade between the towns mentioned above, and considerable injury is caused to the trade here by the excessive rates, although the goods travel a distance of 28 $\frac{1}{2}$ miles less.

Your memorialists beg to submit the annexed tables with reference to cotton, grain, pig and manufactured iron, sugar, timber, minerals, yarn and cloth, and wine and spirits, showing the distance in miles by rail, and also the rates charged for different goods, with a tabulated statement of the excess and inequalities in the charges.

Your memorialists therefore pray that you will take into your consideration the excessive and unequal rates and charges that your memorialists complain of.

And your memorialists will ever pray, &c.

Given under the common seal of the said borough this 13th day of July 1881.

(signed) *James Hibbert*, Mayor.

L. S.

Appendix, No. 58.

PAPER handed in by Mr. Grierson.

LONDON AND BIRMINGHAM RAILWAY.—GOODS' DEPARTMENT.

SCALE of RATES, including Toll and Locomotive Power, for Goods conveyed over the London and Birmingham Railway.

FIRST CLASS.—1 *d.* per Ton per Mile, including Locomotive Power, but exclusive of Waggons.
 Coals conveyed by the Coal Trains.

2. d.
11 8
8 10½

SECOND CLASS.—1½ *d.* per Ton per Mile, including Locomotive Power and Waggons,
 or 11 *s.* 8 *d.* per Ton between LONDON and BIRMINGHAM.

20 6½

| | | | | |
|-------------|--------------------|-------------------|-------------------|------------------|
| Anchors. | Chalk. | Iron in pigs. | Nails. | Slates. |
| Anvils. | Cement. | " bars. | Rivets. | Sand. |
| Bricks. | Castings, heavy. | " rods. | Railway bars. | Salt. |
| Boilers. | Cables. | " hoops. | " chairs. | Shumac, &c., for |
| " Plates. | Chains. | " sheetz. | " pins. | tanning. |
| Bick Irons. | Empty returned | " arms. | " wheels. | Tubing, iron. |
| Compost. | packages in full | " share moulds. | " springs. | Tallow. |
| Coals. | loads. | Lime. | " axles & } | Vices. |
| Coke. | Gas pipes, wrought | Limestone. | " guards. } | Whiting. |
| Cinders. | iron. | Manure. | " turntables. | |
| Culm. | Greaves. | Materials for the | Stones, building. | |
| Charcoal. | Grease. | repair of roads, | " pitching. | |
| Clay. | | &c. | " paving. | |

1½ -
10 7½

THIRD CLASS.—1½ *d.* per Ton per Mile, including Locomotive Power and Waggons,
 or 14 *s.* per Ton between LONDON and BIRMINGHAM.

2½ 7½

| | | | | |
|-------------------|----------------------|----------------------|----------------------|----------------------|
| Argols. | Cowries. | Hurdles. | Nuts. | Safflower. |
| Acid wood. | Cullett. | Hammer heads. | Oxalic acid. | Sugar. |
| Alabaster. | Cudbear. | Hollowware, in hogs- | Onions. | Soap. |
| Alum. | Cordage. | heads. | Oranges. | Spelter. |
| Annato. | Clothes, old. | Hoofs. | Oil cakes. | Shells, pearl. |
| Ashes, in casks. | Corn. | Horns. | Oil, in casks. | Sulphur. |
| Asphaltum. | Currants (grocer's). | Hides, raw. | | Saltpetre. |
| Ale. | Coffee. | Hinges. | Paper hangings. | Staves. |
| Borilla. | Divi Divi. | Horse shoes. | Paints. | Spirits, in casks. |
| Bleaching powder. | Dregs. | India-rubber. | Pumice stone. | Screws, iron. |
| Black bottles. | Dye Lac. | Indigo. | Potatoes and other | Steel bars. |
| Boracic acid. | Dye Wood. | Iron bedsteads. | store vegetables. | " bundles. |
| Borax. | Deals. | Leather. | Paper (coarse). | Sad Irons. |
| Boxwood. | Eggs. | Lard. | Pitch. | Spades and shovels. |
| Brushes. | Emery. | Lemon juice. | Porter. | Tea. |
| Buckles, iron. | Earthenware. | Linseed. | Pots (cast iron). | Tarpaulins. |
| Bread. | Flocks. | Lemons. | Rapeseed. | Terra japonica. |
| Biscuit. | Felloes. | Lead, white. | Rice. | Turpentine. |
| Bark. | Felts. | " red. | Raisins. | Tobacco. |
| Bichrome. | Feltpur. | " pig. | Rags. | Tin. |
| Butter, in casks. | Fish (salt). | " sheet. | Ropes (old). | Tar. |
| Bacon and other | Flax. | " pipe. | Refiner's sweepings. | Timber. |
| cured meats. | Founders' dust. | Mustard. | Rosin. | Tips. |
| Blacking. | Flour. | Machines, weighing. | Starch. | Umbrella stretchers. |
| Bristles. | Figs. | Madder. | Seeds (clover, &c.) | Vinegar. |
| Bones. | Flints. | Mastic. | Sal ammoniac. | Valonia. |
| Bone flats. | Gum. | Millboards. | Sarsaparilla. | Veneers. |
| Beer. | Ginger. | Munjeet. | Seal skins (wet). | Vegetables (store). |
| Brass wire. | Glue. | Marble, in blocks. | Shell lac. | Wire, iron. |
| Candles. | Groceries (general). | Malt. | Shot (small). | " metal. |
| Cheese. | Grain. | Molasses. | Size. | Wine, in casks. |
| Chicory. | Grindstones. | Meat, cured. | Smalts. | Yeast. |
| Cocoa. | Gun stocks (rough). | Metals, pig. | Slates (writing). | Yarn. |
| Cider. | " barrels (rough). | " sheep. | Soda water. | Zaffers. |
| Colours. | Hemp. | " pipe. | Spokes (wood). | |
| Copperas. | Honey. | Manganese. | Sugar of lead. | |
| Carriage springs, | Hoop wood. | Machinery, heavy. | Sulphate, copper. | |
| axles, and steps. | | Naphtha. | Soda. | |
| Copper. | | | Seed. | |
| Cotton waste. | | | | |

s. d.
18 8
14 2

FOURTH CLASS.—2 *d.* per Ton per Mile, including Locomotive Power and Waggon, or 18 *s.* 8 *d.* per Ton between LONDON and BIRMINGHAM.

38 10

| | | | | |
|---|---|---|---|--|
| Bagging, in bales. Balsam. Bees' wax. Bellows. Bales and packs. Baggage, military. | Dry salteries. Drugs. Edge tools. Floor-cloth. Fire-irons. Fry-pans. Feathers. Fenders (cast iron). Flannels. Fruit, ripe. | Glass, common, in boxes. " window. " flint, in horse-heads or crates. Grates. Haberdashery. Hatters' stuff. Hair. Hides. Isinglass. Juice. Joiners' work. | Linen, Irish. Liquorice. Millinery. Marble, in slabs and cases. Orchillo weed. Oysters. Packs and bales. Paper, fine. Rushes, in packs. Silk, waste. Stationery, general. | Seal skins (dry). Spirits, in hampers or cases. Shoes. Scythes. Stoves. Trees, in mats. Vegetables. Window frames, cast iron. Wine, in hampers or cases. Wools. |
|---|---|---|---|--|

23 4
17 5½

FIFTH CLASS.—2½ *d.* per Ton per Mile, including Locomotive Power and Waggon, or 23 *s.* 4 *d.* per Ton between LONDON and BIRMINGHAM.

41 -½

| | | | | |
|---|---|---|---|---|
| Clocks. China. Furs. Fish (fresh). Furniture. | Glass, plate. Hay and straw. Hardware. Hats. | Meat, fresh. Music, in cases. Organs, in cases. Organs work. | Pianos. Quicksilver. Sponge in boxes. | Silks, raw and manufactured. Toys. |
|---|---|---|---|---|

Note.—Figures in *italics* show charges made by Pickford & Co.

A proportionate moderate charge, according to the value, bulk, and weight for any thing not above specified.

The Company do not undertake to load, unload, collect, or deliver.

Goods to and from Road Stations are charged according to distance, at the same rates as above.

A communication with the Birmingham Canal is now open at Birmingham Station.

Lucifer Matches, Oil of Vitriol, Gunpowder, and Aqua-fortis, are not allowed to be carried.

By Order,

R. Creed, Secretary.

Euston Station, 1 August 1845.

Appendix, No. 59.

PAPERS handed in by Mr. *Grierson*.

R A T E S.

LONDON and BIRMINGHAM.—By Canal in 1836. By Railways and Canal in 1842.
By Railways in 1866.

| ARTICLES. | Rates by Canal, Collected and Delivered. | | Rates by Railways, Collected and Delivered. | | Rates by Railways, Collected and Delivered. | |
|---|---|--------------------------------------|--|-----------------|--|--------------------------|
| | Before the Opening of Railways. | After the Opening of Railways. | Collected and Delivered. | | Collected and Delivered. | |
| | 1836. | 1842. | 1842. | 1866. | 1880. | |
| | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | |
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Undamageable Iron - - - | 25 - | - - | - - | 15 - | 15 - | - |
| Damageable Iron - - - | 27 6 | - - | - - | 17 6 | 17 6 | - |
| Hardware - - - - - | 60 - | 35 - | 40 - | 27 6 | Town. 27 s. 6 d. | Shipment. 25 s. O. R. |
| Nails - - - - - | 40 - | 32 6 | 32 6 | 21 8 | 2 Tons. 17 s. 6 d. | Less Lots. 19 s. 2 d. |
| Sugar, Raw - - - - - | 40 - | 37 6 | 37 6 | 21 8 | 20 - | - |
| Sugar, Lump - - - - - | 50 - | 37 6 | 40 - | 27 6 | Loose. 34 s. 2 d. | Packed. 22 s. 6 d. |
| Tallow - - - - - | 35 - | 35 - | 30 - | 21 8 | 20 - | 2-ton Lots. |
| Tea - - - - - | 50 - | 37 6 | 40 - | 32 6 | 34 2 | - |
| Drapery - - - - - | 70 - | - - | 45 - | 40 - | 40 - | - |
| Spelter - - - - - | - - | 18 - | 20 - | 17 6 | 15 - | - |
| Pearl Shells - - - - - | - - | 30 - | 35 - | 27 6 | 34 2 | - |
| Glass - - - - - | 70 - | - - | - - | 27 6 O.R. | 25 10 | O. R. |
| <i>Note.</i> — During the stoppage of Canal, from frost or other cause, prior to the opening of Railways, goods had to be sent by road waggon, at these charges:— Glass - - - - - 140 - Other Goods - - - - - 120 - | | | | | | |

LONDON and MANCHESTER.—By Quick Vans in 1833–34. By Canal in 1834.
By Railways in 1840 and 1866.

| ARTICLES. | Quick Vans. | Quick Vans. | Canal. | When Railways Opened, before Railway Companies were Carriers. | Rates by Railways, the Companies being Carriers. | Rates by Railways, the Companies being Carriers. |
|-------------------------------|--------------------|------------------|-----------------|--|--|--|
| | 1833. | 1834. | 1834. | 1840. | 1866. | 1880. |
| | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> | <i>Per Ton.</i> |
| | | | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Sugar, raw - - - | - - | - - | - - | 61 8 | 28 4 | 4-ton Lots. 22 s. 6 d. |
| Sugar, for refiners - | - - | - - | - - | - - | 20 - | Less Lots. 31 s. 8 d. |
| Tallow - - - | - - | - - | - - | 61 8 | 25 - | 20 - |
| Lead - - - | - - | - - | - - | 61 8 | 28 4 | 27 6 |
| Bales, Packs, and Trusses. | 20 l. | 18 l. 13 s. 4 d. | 4 l. | 64 8 | 35 - | Piping. 31 8 27 s. 6 d., O. R. |
| Smalls - - - | 2 s. 8 d. each. | - - | 2 s. each | - - | 25 s. for shipment. | 40 - |
| Hardware - - - | - - | - - | - - | 64 8 | 40 - | Goods for Shipment. 25 - |
| Silk - - - | - - | - - | 100 s. | - - | Insured - 87 6 Smalls - 3 2 Uninsured - 62 6 Smalls - 2 2 | Smalls. 28 lbs. - 9 scale at 25 s. 56 lbs. 1 - 112 lbs. 1 7 43 4 |
| Glass - - - | - - | - - | 100 s. | 69 8 | 40 - | 63 6 |
| Furniture - - - | - - | - - | 140 s. | - - | O. R. 70 - | O. R. 40 - |
| Luggage - - - | - - | - - | - - | 70 8 | 55 - | 55 - |
| Wines and Spirits - | - - | - - | - - | 60 8 | 40 - | 40 - |
| Hides - - - | - - | - - | - - | 60 8 | 28 4 | 30 - |

BIRMINGHAM and MANCHESTER.—By Canal in 1836. By Railways and Canal in 1842.
By Railways in 1866.

| ARTICLES. | Rates by Canal, Collected and Delivered. | | Rates by Railways, Collected and Delivered. | | Rates by Railways, Collected and Delivered. |
|-------------------------|---|--------------------------------------|--|--------------------------------------|--|
| | Before Railways Opened. | After Railways Opened. | | | |
| | 1836. | 1842. | 1842. | 1866. | 1880. |
| | <i>Per Ton.</i> — <i>s. d.</i> | <i>Per Ton.</i> — <i>s. d.</i> | <i>Per Ton.</i> — <i>s. d.</i> | <i>Per Ton.</i> — <i>s. d.</i> | <i>Per Ton.</i> — <i>s. d.</i> |
| Undamageable Iron - - - | 22 6 | - - - | - - - | 10 - to 11 6 | 12 - |
| Damageable - - - - | 25 - | - - - | - - - | 11 6 to 13 - | 13 6 |
| | | | | <i>s. d.</i> | |
| Hardware - - - - | 40 - | 20 - | 25 - | 20 - | 21 8 |
| Nails - - - - | 30 - | 17 6 | 20 - | 16 8 | 17 6 |
| Wire, Iron - - - - | - - - | 17 6 | 20 - | 16 8 | 12 - |
| Parcels and Bales - - | 30 - | 20 - | 25 - | 22 6 | 24 2 |
| Flint Glass - - - - | 40 - | - - - | - - - | 22 6 O. R. | A. 20 10 |

SOUTH STAFFORDSHIRE and LIVERPOOL.—By Canal in 1831. By Railways in 1866.

| ARTICLES. | Rates by Canal Collected and Delivered. | Rates by Railway Collected and Delivered. | Rates by Railway Collected only (but Delivered alongside Ship in 10-ton Lots). |
|-----------------------|---|---|---|
| | 1831. | 1866. | 1880. |
| | <i>Per Ton.</i> — <i>s. d.</i> | <i>Per Ton.</i> — <i>s. d.</i> | <i>Per Ton.</i> — <i>s. d.</i> |
| Undamageable Iron - - | 18 - | 10 - to 11 6 | 10 - to 11 6 |
| Damageable Iron - - - | 20 - | 11 6 to 13 - | 12 6 to 14 - |
| Hardware - - - - | 40 - | 15 10 to 18 4 | 20 - to 23 4 |
| Nails - - - - | 27 6 | 14 2 to 16 8 | 15 - to 17 6 |
| | | <i>s. d.</i> | |
| Glass - - - - | 40 - | O. R. 22 6 | O. R. 17 6 to 18 4 |
| Timber - - - - | 13 4 | 10 - to 12 6 | 11 8 to 12 6 |
| Grain - - - - | 13 4 | 10 - to 12 6 Including Collection in Liverpool. | 11 8 to 12 9 |

GREAT WESTERN RAILWAY.

SMITHFIELD GOODS STATION.

SUMMARY.

TERMINAL EXPENSES connected with MINERALS, Carted and not Carted Traffic, dealt with during the 12 Months ending 31st January 1881 (exclusive of Cartage).

Company as Carriers, but not Warehousemen.

| PARTICULARS. | Tonnage. | Total Cost. | Cost per Ton. |
|---|----------|-------------|---------------|
| | | £. s. d. | s. d. |
| Total Minerals, carted and not carted traffic - | 144,162 | 26,858 3 9 | 3 8·71 |

SMITHFIELD STATION. GOODS TERMINAL ACCOMMODATION (exclusive of Cattle).

CAPITAL and MAINTENANCE.

Company as Carriers, but not Warehousemen.

| PARTICULARS. | Estimated present Capital Value of Accommodation. | Estimated Cost of Maintenance per Year. |
|--|---|---|
| | £. s. d. | £. s. d. |
| RENTS: | | |
| Land for Station - - - - - | - - - - - | 1,825 - - |
| " Offices - - - - - | - - - - - | 75 - - |
| Paid to Metropolitan Company for Sidings - - - - - | - - - - - | 1,000 - - |
| CONSTRUCTION: | | |
| Amount paid to Corporation - - - - - | 13,776 - - | - - |
| Works executed by Great Western Company: | | |
| Platforms - - - - - | - - - - - | - - |
| Offices - - - - - | - - - - - | - - |
| Cranes - - - - - | - - - - - | - - |
| Hoists - - - - - | - - - - - | - - |
| Hydraulic Machinery - - - - - | 91,636 - - | 4,810 - - |
| Sidings - - - - - | - - - - - | - - |
| Approach Roads - - - - - | - - - - - | - - |
| Weighbridges - - - - - | - - - - - | - - |
| Turntables - - - - - | - - - - - | - - |
| Platform Weighing Machines - - - - - | 153 - - | 4 10 - |
| £. | 105,565 - - | 7,214 10 - |

SMITHFIELD STATION GOODS TERMINAL EXPENSES connected with MINERALS, Carted and not Carted Traffic, dealt with during the 12 Months ending 31st January 1881 (exclusive of Cartage).

Company as Carriers, but not Warehousemen.

| PARTICULARS. | |
|--|-------------|
| Interest at 5 per cent. on Total Value of Terminal Accommodation - - - - - | £. s. d. |
| Maintenance of Accommodation - - - - - | 5,278 5 - |
| Rates and Taxes - - - - - | 7,214 10 - |
| Staff Expenses - - - - - | 432 - - |
| Shunting-horse Power - - - - - | 10,840 18 6 |
| Working of Hydraulics - - - - - | 1,070 3 6 |
| Stationery and Stores - - - - - | 359 9 6 |
| Gas and Water - - - - - | 646 5 - |
| Clothing - - - - - | 907 16 - |
| | 108 16 3 |
| £. | 26,858 3 9 |

GREAT WESTERN RAILWAY.

BATH GOODS STATION.

SUMMARY.

TERMINAL EXPENSES connected with COAL and COKE and other MINERALS, Carted and not Carted Traffic dealt with, 12 Months ending 31st January 1881 (exclusive of Cartage).

Company as Carriers, but not as Warehousemen.

| PARTICULARS. | Total Tonnage. | Total Cost. | Cost per Ton. |
|--|----------------|-----------------|---------------|
| | <i>Tons.</i> | <i>£. s. d.</i> | <i>s. d.</i> |
| Total Coal and Coke, other Minerals, Carted and not Carted Traffic - - - - | 51,277 | 5,700 9 4 | 2 2·68 |

BATH GOODS TERMINAL ACCOMMODATION (exclusive of Cattle).

CAPITAL and MAINTENANCE.

Company as Carriers, but not Warehousemen.

| PARTICULARS. | Estimated Present Capital Value of Accommodation. | Estimated Cost of Maintenance per Year. |
|--|---|---|
| | <i>£.</i> | <i>£.</i> |
| Land - - - - - | 7,500 | — |
| Approach Roads - - - - - | 1,500 | 75 |
| Sidings - - - - - | 19,575 | 244 |
| Goods Sheds and Buildings connected therewith - | 8,146 | 204 |
| Offices - - - - - | 450 | 11 |
| Cranes - - - - - | 730 | 37 |
| Weighing Machines and Weighbridges - - - - - | 375 | 18 |
| All other Works, Conveniences, and Appliances; Gas Fittings, Bridges, Arches, and Walls - - | 6,015 | 150 |
| <i>£.</i> | 44,291 | 739 |

BATH.—ESTIMATED TERMINAL EXPENSES connected with COAL and COKE and other MINERALS, Carted and not Carted Traffic, dealt with during the 12 Months ending 31st January 1881 (exclusive of Cartage).

Company as Carriers, but not Warehousemen.

| PARTICULARS. | |
|--|-----------------|
| | <i>£. s. d.</i> |
| Interest at 5 per cent. on total value of Terminal Accommodation - - - - - | 2,214 11 - |
| Maintenance (739 <i>l.</i> , less rent 45 <i>l.</i> , received for Coal Wharves) - - - - - | 694 - - |
| Rates and Taxes - - - - - | 369 5 11 |
| Staff Expenses - - - - - | 1,179 9 1 |
| Shunting - - - - - | 956 12 6 |
| Stationery and Stores - - - - - | 178 8 2 |
| Clothing - - - - - | 30 19 8 |
| Gas and Water - - - - - | 77 3 - |
| <i>£.</i> | 5,700 9 4 |

GREAT WESTERN RAILWAY.

EVESHAM GOODS STATION.

SUMMARY.

TERMINAL EXPENSES connected with COAL, COKE, and other MINERALS, Carted and not Carted Traffic dealt with, 12 Months ending 31st January 1881 (exclusive of Cartage).

Company as Carriers, but not Warehousemen.

| PARTICULARS. | Tonnage. | Total Cost. | Cost per Ton. |
|--|----------|-------------|---------------|
| | | £. s. d. | £. s. d. |
| Total—Coal and Coke, other Minerals, Carted and not Carted Traffic - - - - | 22,606 | 1,899 - - | - 1 2·79 |

EVESHAM STATION GOODS TERMINAL ACCOMMODATION (exclusive of Cattle).

CAPITAL and MAINTENANCE.

Company as Carriers, but not Warehousemen.

| PARTICULARS. | Estimated Present Capital Value of Accommodation. | Estimated Cost of Maintenance per Year. |
|---|---|---|
| | £. s. d. | £. s. d. |
| Land - - - - - | 750 - - | - - - |
| Approach Roads - - - - - | 354 - - | 22 - - |
| Sidings - - - - - | 3,145 - - | 153 - - |
| Goods Sheds and Buildings connected therewith - | 730 - - | 8 - - |
| Offices - - - - - | 72 - - | 2 - - |
| Platforms - - - - - | 408 - - | 5 - - |
| Cranes - - - - - | 170 - - | 3 - - |
| Weighing Machines - - - - - | 100 - - | 2 - - |
| TOTAL - - - £. | 5,724 - - | 195 - - |

EVESHAM STATION.—ESTIMATED TERMINAL EXPENSES connected with Coal, Coke, and other Minerals, Carted and not Carted Traffic dealt with, 12 Months ending 31st January (exclusive of Cartage).

Company as Carriers, but not Warehousemen.

| PARTICULARS. | £. s. d. |
|--|-----------|
| Interest at 5 per Cent. on Total Value of Terminal Accommodation - - - - - | 287 - - |
| Maintenance of Total Terminal Accommodation - | 195 - - |
| Rates and Taxes - - - - - | 50 - - |
| Staff Expenses - - - - - | 364 - - |
| Shunting - - - - - | 444 - - |
| Stationery and Stores - - - - - | 49 - - |
| Gas and Water - - - - - | 6 - - |
| Clothing - - - - - | 4 - - |
| TOTAL - - - £. | 1,899 - - |

Appendix, No. 60.

PAPERS handed in by the *Chairman*.

MEMORANDUM of AGREEMENT under seal made this Twenty-eighth day of November, One Thousand Eight Hundred and Fifty-nine, between *Henry Allsopp, Henry Townshend, Henry Blundell Leigh, Thomas Leigh, Thomas Poyser, James Finlay, and Oscar Leslie Stephen*, now carrying on the business of Brewers at Burton-upon-Trent, in the County of Stafford, under the name of "*Samuel Allsopp & Sons*," and hereinafter mentioned as "*Messrs. Allsopp & Sons*," of the one part; and the *London and North Western Railway Company* of the other part—

It is hereby mutually agreed between, and by the said parties hereto, as follows:—

1. The London and North Western Railway Company shall and will, from time to time, and at all times during the continuance of this agreement, provide and place or cause to be provided and placed on the railways or sidings upon the new brewery premises of Messrs. Allsopp & Sons, at or near Burton aforesaid, and on such other railways or sidings to which the said company now have or at any time or times hereafter may have access by railway, and which are or shall be on any other premises at or near Burton aforesaid, now or at any time or times hereafter belonging to the said Messrs. Allsopp & Sons, as they the said Messrs. Allsopp & Sons may at any time or times direct (and all which said new and other premises are herein described or referred to by the expression "brewery premises at Burton," or "brewery premises of Messrs. Allsopp & Sons"), all such, and so many trucks as may be sufficient for the carriage of the traffic hereby agreed to be conveyed for the time being, and shall and will load or cause to be loaded upon the said trucks there, all Messrs. Allsopp & Sons' malt liquor, casks, staves, malt, hops, barley, oats, and other grain (all which matters are hereinafter spoken of by the one word "goods"), and shall and will take, carry, and convey or cause to be taken, carried, and conveyed for Messrs. Allsopp & Sons, from the places where the said trucks may be loaded as aforesaid, all Messrs. Allsopp & Sons' said goods to all or any such of the railway stations on the railways of the London and North Western Railway Company and on any railways now or at any time or times hereafter belonging to, leased, or worked by them, and to Dublin in Ireland, as may be from time to time directed by Messrs. Allsopp & Sons, and shall and will at such stations unload or cause to be unloaded for Messrs. Allsopp & Sons all their said goods, and shall and will within a reasonable time after the arrival of such goods give or cause to be given to the consignees thereof notice of such arrival, and at such stations shall and will deliver or cause to be delivered the same to the said consignees as directed by Messrs. Allsopp & Sons.

2. The London and North Western Railway Company shall and will from time to time and at all times during the continuance of this agreement, at all stations on their railway and on any railways now or at any time or times hereafter belonging to, leased, or worked by them, and at Dublin in Ireland, receive or cause to be received for Messrs. Allsopp & Sons all their (Messrs. Allsopp & Sons') malt liquor, casks, staves, malt, hops, barley, oats, and other grain,—and firstly, shall and will take, carry, and convey or cause to be taken, carried, and conveyed all or any of the same goods for Messrs. Allsopp & Sons to such part or parts of their (Messrs. Allsopp & Sons') railways or sidings upon their brewery premises at Burton aforesaid, as Messrs. Allsopp & Sons shall from time to time direct, and to which the London and North Western Railway Company have or shall have access by railway, and shall and will there unload or cause to be unloaded for Messrs. Allsopp & Sons the said goods, and deliver or cause to be delivered the same to Messrs. Allsopp & Sons or their agents there; or secondly, shall and will take, carry, and convey, or cause to be taken, carried, and conveyed all or any of the aforesaid goods for Messrs. Allsopp & Sons to all or any stations of the railways of the London and North Western Railway Company or on any railway now or at any time or times hereafter belonging to, leased, or worked by them, or to Dublin, as Messrs. Allsopp & Sons may at any time or times direct, and shall and will at such such stations unload or, cause to be unloaded for Messrs. Allsopp & Sons all the same goods, and shall and will within a reasonable time after the arrival of such goods give or cause to be given to the consignees thereof notice of such arrival, and at all such stations deliver or cause to be delivered the same to the said consignees as directed by Messrs. Allsopp & Sons.

3. The services to be performed by, or on the part of, the London and North Western Railway Company, pursuant to this agreement, shall be performed without any unnecessary or unreasonable delay.

4. By

4. By the expression "Brewery premises of Messrs. Allsopp & Sons," or their "Brewery premises at Burton," throughout this agreement, shall be understood both the old and new premises, now occupied by them at or near Burton aforesaid, and all other premises, if any, which Messrs. Allsopp & Sons may at any time or times during the continuance of this agreement have, use, or occupy, at or near Burton aforesaid, for their brewery business, and to which the London and North Western Railway Company now have, or at any time or times hereafter may have, access by railway.

5. By the expression "the railways or sidings of Messrs. Allsopp & Sons" throughout this agreement, shall be understood all railways or sidings now being, or which at any time or times hereafter, during the continuance of this agreement, shall, or may be upon the new brewery premises of Messrs. Allsopp & Sons, at or near Burton aforesaid, or any other premises now or at any time hereafter belonging to the said Messrs. Allsopp & Sons at or near Burton aforesaid, and to which the London and North Western Railway Company now have, or at any time or times hereafter may have, access by railway.

6. For the several services aforesaid, there shall be payable and paid to the London and North Western Railway Company, the following rates (the distance to be computed by the nearest railway route, whether of the London and North Western Railway Company, or of any other company for the time being open for use, irrespective of the route by which the traffic may be conveyed); that is to say,—

The rates for malt liquor, with the casks containing it, to places on the London and North Western Railway, or on any railway leased or worked by them other than the London and Dublin, to be as follows:—

For all distances under 50 miles, 2 *d.* per ton per mile.

For all distances over 50 and under 75 miles, 1½ *d.* per ton per mile.

For all distances over 75 miles, 1¼ *d.* per ton per mile, but if the amount to be paid at the rates aforesaid, would in any case be less than 3 *s.* 4 *d.* per ton, Messrs. Allsopp & Sons shall, in every such case, pay 3 *s.* 4 *d.* per ton, and if the amount to be paid at the rate aforesaid would in any case exceed 15 *s.* per ton, then Messrs. Allsopp & Sons shall in every such case pay 15 *s.* per ton, provided that this maximum rate shall only apply to the carriage of the aforesaid goods to places of the existing lines of the company, and to places on any lines now, or any time or times hereafter, belonging to, or leased, or worked by them, of a less distance from Burton aforesaid than 167 miles.

The rates for malt liquor, with the casks containing it, to places on any lines which may at any time or times hereafter belong to, or be leased, or worked by the company, including the Lancaster and Carlisle Railway, of a greater distance from Burton aforesaid than 167 miles, to be as follows:—

For the first 167 miles of the distance from Burton, 15 *s.* per ton, and for distances beyond 167 miles, at the same proportionate rate.

The rates for yeast, with the casks containing it, are to be the same as those for malt liquor, so far as regards London, Liverpool, Holyhead, and all other places distant from Burton upwards of 150 miles. Nevertheless, it is hereby agreed, that in case the company shall, at any time or times hereafter, lease or work any line as to which they shall not have the exclusive right of fixing the rates, then this agreement shall be inoperative as to all places on such lines as to which the company shall not have the exclusive right of fixing the rates, but not further or otherwise; and shall be inoperative both as to the company and as to the said Messrs. Allsopp & Sons.

The rates for malt liquor, with the casks containing it, from Messrs. Allsopp & Sons' breweries at Burton, to London; that is to say, the railway stations at Camden Town, Haydon-square, or Poplar, to be 14 *s.* 2 *d.* per ton.

The rates for malt liquor, with the casks containing it, from the said breweries to Dublin, to be 20 *s.* per ton.

The rates for hops, with the bags containing them, from London to the said breweries, to be 21 *s.* 8 *d.* per ton.

And to the said breweries from other places distant from Burton upwards of 50 miles, 2 *d.* per ton per mile.

All the aforesaid rates to include terminal expenses at each end, except delivery beyond the stations.

The rates for staves, malt, barley, oats, and other grain, with the bags containing them, 1 *d.* per ton per mile, with 12 pence added at each end for terminal expenses.

The rates for empty casks, both old and new, to be as follows:—

From the stations at Camden Town, Haydon-square, or Poplar, to Messrs. Allsopp & Sons' breweries at Burton, 17 *s.* 6 *d.* per waggon load, or at the single cask rate as under, whichever be the lowest charge. From the station at Liverpool or Manchester to the said breweries, 12 *s.* 6 *d.* per waggon load, or at the single cask rate as under, whichever be the lowest charge.

From the stations at all other places to the said breweries, at the rate herein-before mentioned for malt liquor, but the single cask rate to be in no case less than as follows :—

| | | | | |
|-------------------------------|---|--|--|----------------------------------|
| For distances over 70 miles - | { | | | 1 s. 6 d. for a single butt. |
| | { | | | 1 s. 3 d. for a single hogshead. |
| | { | | | 9 d. for a single barrel. |
| | { | | | 6 d. for a single kilderkin. |
| For distances under 70 miles | { | | | 1 s. for a single butt. |
| | { | | | 9 d. for a single hogshead. |
| | { | | | 6 d. for a single barrel. |
| | { | | | 4½ d. for a single kilderkin. |

7. The weight of the several casks of malt liquor to be conveyed under this agreement shall, for the purpose of the agreement, be estimated and taken as under :—

| | | | | | | <i>Cwt.</i> | <i>qrs.</i> | <i>lbs.</i> |
|---------------|---|---|---|---|------------------------|-------------|-------------|-------------|
| Each Butt | - | - | - | - | - | 11 | 2 | 8 |
| „ Hogshead | - | - | - | - | - | 5 | 3 | 4 |
| „ Barrel | - | - | - | - | - | 3 | 3 | 12 |
| „ Kilderkin | - | - | - | - | - | 1 | 3 | 20 |
| And of Grain— | | | | | | | | |
| Oats | - | - | - | - | 7 quarters to the ton. | | | |
| Barley | - | - | - | - | 6 | | | „ |
| Malt | - | - | - | - | 8 | | | „ |

But in the event of any increased weight of malt liquor, or number of quarters of grain, being allowed to the ton, by the London and North Western Railway Company to any other party, Messrs. Allsopp & Sons to have the like advantage.

8. The weight of the several empty casks to be conveyed under this agreement shall, for the purposes of this agreement, be estimated and taken as under :—

| | | | | | | <i>Cwt.</i> | <i>qrs.</i> | <i>lbs.</i> |
|-------------|---|---|---|---|---|-------------|-------------|-------------|
| Each Butt | - | - | - | - | - | 1 | 2 | 0 |
| „ Hogshead | - | - | - | - | - | 1 | 0 | 0 |
| „ Barrel | - | - | - | - | - | 0 | 3 | 0 |
| „ Kilderkin | - | - | - | - | - | 0 | 2 | 0 |

9. All show cards and pegs forwarded by Messrs. Allsopp & Sons to their customers, to be carried free to the places to which, under the provisions of this agreement, the London and North Western Railway Company are to carry the traffic of Messrs. Allsopp & Sons.

10. All freights to be paid monthly, that is to say, freight incurred during the month of January shall be paid before the 1st of March following, and so on, the payments to be made in cash, or bankers' bills not having more than two months to run.

11. All claims for loss or damage shall be made within seven days of the occurrence of such loss or damage.

12. The London and North Western Railway Company shall provide storage accommodation for Messrs. Allsopp & Sons as follows :—

28,170 square feet at Camden Town.
21,692 square feet at Haydon-square.
27,602 square feet at Poplar.

And Messrs. Allsopp & Sons shall, for the said storage accommodation, pay the following annual rental, that is to say,—

| | <i>£</i> | <i>s.</i> | <i>d.</i> |
|---|----------|-----------|-----------|
| For the 28,170 square feet at Camden Town | 275 | - | - |
| For the 21,692 square feet at Haydon-square | 180 | 15 | 4 |
| For the 27,602 square feet at Poplar | 230 | - | 4 |

and such rental shall commence from the time when possession shall be given to Messrs. Allsopp & Sons, and shall be paid half-yearly, and the London and North Western Railway Company shall provide any further quantity of storage accommodation at Haydon-square, not exceeding 15,000 square feet, and at Poplar, not exceeding 114,000 square feet, upon Messrs. Allsopp & Sons giving the company three months' notice in writing of their requirements; and for the additional space required at Haydon-square and Poplar, the said Messrs. Allsopp & Sons shall pay a rental of 6 per cent. upon the actual cost of the buildings which Messrs. Allsopp & Sons and the London and North Western Railway Company shall agree should be erected at these stations respectively by the company for the accommodation of Messrs. Allsopp & Sons, and such last-mentioned rental shall commence from the time when possession of the said further storage accommodation shall be delivered to Messrs. Allsopp & Sons, and shall be payable half-yearly.

13. The

13. The London and North Western Railway Company to give Messrs. Allsopp & Sons the refusal of a fair proportion, and not less than the portion which may be given to any other brewer, of any cellarage or other premises now in their possession; or which may, during the continuance of this agreement, come into their possession at their London stations for the time being, and which, in the judgment of Messrs. Allsopp & Sons, may be suitable for the stowage of malt liquor, and not required by the company for other purposes, and the rental shall not be higher than that charged by the company to any other brewer.

14. During the continuance of this agreement Messrs. Allsopp & Sons shall send by the London and North Western Railway Company, and in no other way, all their malt liquor, casks, staves, malt, hops, barley, oats, and other grain going to or from their brewery premises at Burton aforesaid, to or from any place on the railway of the London and North Western Railway Company, or any place on the railways now, or at any time or times hereafter, belonging to, leased, or worked by them to and from Dublin, and shall, for the services to be performed by the London and North Western Railway Company under this agreement, pay the several rates hereby agreed upon for the same, it being the intention of the parties hereto that Messrs. Allsopp & Sons, or their agents, are to have nothing more to do (except the cartage from the company's stations to the premises of the consignees), as to their outward-bound traffic, than to deliver the same to the London and North Western Railway Company, or their agents, at their (Messrs. Allsopp & Sons') railways or sidings on their brewery premises, but affording to the London and North Western Railway Company the necessary facilities to enable them to load the said goods, and, as to all the other traffic, to deliver it to the London and North Western Railway, or their agents, at such stations or places as aforesaid.

15. The whole of the London traffic of Messrs. Allsopp & Sons shall be sent by the London and North Western Railway Company.

16. Subject to the provision herein contained for the suspension of this agreement, Messrs. Allsopp & Sons shall and will send, by the lines of the London and North Western Railway Company, or lines now, or at any time or times hereafter, belonging to, leased, or worked by them, such a quantity of traffic as will, for freight and terminal charges at the rate herein provided to be paid, be sufficient to produce to the company not less than a yearly gross revenue sum of 20,000 *l.*; but the surplus of any year or years beyond the sum of 20,000 *l.* is to be applied to make up the deficiency (if any) of any other year or years, it being the intention of the parties hereto that Messrs. Allsopp & Sons do not guarantee that their traffic during the 21 years during which this agreement is to subsist, will produce, in the whole, for freight and terminal charges, more than a total sum of 420,000 *l.*, deducting, nevertheless, from the said period of 21 years, any period during which this agreement may be suspended under the provisions herein contained, and deducting also a corresponding part of the said total sum of 420,000 *l.*, the said yearly gross revenue is to be made up of the entire sums to be paid by Messrs. Allsopp & Sons, for freight and terminal charges at the rate aforesaid, without any deduction in respect of any sum which (if any) may be paid by the London and North Western Railway Company to any other company or agent by whom any part of the work hereby undertaken by the London and North Western Railway Company may be performed.

17. Whenever in any one period of 12 calendar months, Messrs. Allsopp & Sons' traffic under this agreement by the lines of the London and North Western Railway Company, or any lines now, or at any time or times hereafter, belonging to, leased, or worked by them, shall fall below such an amount as will produce for freight and terminal charges at the rates aforesaid the sum of 20,000 *l.*, and the then available surplus (if any) of any previous year or years over the said sum of 20,000 *l.* shall not be sufficient to make up the deficiency, then, and in such case, and so often as the same shall happen, this agreement shall, *ipso facto*, be suspended and become inoperative so far as regards the obligation on the part of the said Messrs. Allsopp & Sons to provide traffic sufficient to produce to the said company such yearly gross income of 20,000 *l.*, and so far as regards the obligation of the company to carry Messrs. Allsopp & Sons' traffic at the rates herein specified, until the said traffic shall again amount to sufficient to produce to the company for freight and terminal charges at the rates aforesaid, the sum of 20,000 *l.*; but the full performance of this agreement shall be in all respects again resumed, as of course and without notice, whenever, and so soon as the said traffic shall again be sufficient to produce at the rates aforesaid the sum of 20,000 *l.* per annum.

18. The London and North Western Railway Company shall have the power of altering the route of the whole or any portion of Messrs. Allsopp & Sons' traffic so as to pass it over any line of the London and North Western Railway Company, or lines now, or at any time or times hereafter, during the continuance of this agreement, belonging to, leased, or worked by them; but it is hereby declared that such alteration shall not entail any additional expense upon Messrs. Allsopp & Sons, and the distance shall be computed and taken as if the traffic were carried by the nearest railway route, whether of the London and North Western Railway Company, or of any other company for the time being, open for traffic, and that the London and North Western Railway Company shall indemnify Messrs. Allsopp & Sons against any additional expense which (if any) shall be occasioned by such alteration.

19. If, during the continuance of this agreement, the traffic of any brewer at Burton, or within five miles of it, shall be carried by the London and North Western Railway Company, or any other railway company, to London, or any other places on their line, or any lines now or at any time hereafter belonging to, leased, or worked by them, or to Dublin at lower rates than those named in this agreement, Messrs. Allsopp & Sons shall from time to time have the like advantage, and be charged such lower rates accordingly.

20. In the event of any legal difficulty arising to prevent the London and North Western Railway Company from obtaining, within the next four years, direct access by railway into the premises of the said Messrs. Allsopp & Sons at Burton, with the necessary waggons to load and unload their traffic, then the said company shall be at liberty to conduct such traffic by carting or otherwise, provided that the said Messrs. Allsopp & Sons be kept indemnified from any extra expense thereby.

21. The London and North Western Railway Company shall, if required by the said Messrs. Allsopp & Sons, deliver any of their goods from any one station other than London to the premises of the consignees, within the ordinary radius at the charge of two shillings and sixpence per ton for such delivery.

22. This agreement shall take effect, for 21 years, from the 2nd day of November 1859, and shall ensue for the benefit of, and shall be binding upon, the persons or person who now carry on, or shall at any time or times hereafter carry on, the said business now carried on by the said parties hereto of the first part, in or under whatever name or style the said business shall be carried on, or whosoever may be engaged therein. In witness whereof the said Henry Allsopp, Henry Townshend, Henry Blundell Leigh, Thomas Leigh, Thomas Poyser, James Finlay, and Oscar Leslie Stephen, have hereunto set their hands and seals, and the said London and North Western Railway Company have hereunto affixed their Common Seal the day and year first before written.

(signed) *Henry Allsopp.*
Henry Townshend.
H. B. Leigh.
Thomas Leigh.
Thomas Poyser.
James Finlay.
O. L. Stephen.

Signed, sealed, and delivered by the said Henry Allsopp, Henry Townshend, Henry Blundell Leigh, Thomas Leigh, Thomas Poyser, James Finlay, and Oscar Leslie Stephen (the figure and letter "2 D" opposite the 14th and 15th lines from the top of page 4 in Clause 6, having been first written on an erasure) in the presence of

(signed) *Edwd. Sermon,*
 Clerk to Messrs. Whateley, Solicitors, Birmingham.

Passed under the Common Seal of the London and North Western Railway Company in the presence of

(signed) *Charles E. Stewart,*
 Secretary.

SUPPLEMENTAL MEMORANDUM OF AGREEMENT. under Seal, made this 28th day of November 1859, between *Henry Allsopp, Henry Townshend, Henry Blundell Leigh, Thomas Leigh, Thomas Poyser, James Finlay, and Oscar Leslie Stephen,* now carrying on the business of Brewers at Burton-upon-Trent, in the County of Stafford, under the name of "*Samuel Allsopp & Sons,*" and hereinafter mentioned as "*Messrs. Allsopp & Sons,*" of the one part, and the *London and North Western Railway Company* of the other part.

Whereas, by an agreement of even date herewith, and made between the said parties hereto, Messrs. Allsopp & Sons have agreed to send by the London and North Western Railway Company, and the said London and North Western Railway Company have agreed to convey, for Messrs. Allsopp & Sons, all their (Messrs. Allsopp & Sons') malt liquor, casks, staves, malt, hops, barley, oats, and other grain, going to or from the new brewery premises of Messrs. Allsopp & Sons, and all other premises now or at any time or times hereafter belonging to them at or near Burton aforesaid, and to which the London and North Western Railway Company have access by railway to or from any stations on the London and North Western Railway, or any railway now or at any time hereafter, during the continuance of the said agreement, belonging to and leased or worked by the London and North Western Railway Company; and to and from Dublin, in Ireland, at rates and upon the terms therein mentioned; and such agreement is for the term of 21 years, commencing from the 2nd November instant. Now it is hereby agreed between the parties hereto, that in case Messrs. Allsopp & Sons shall, at any time

time, and during any time, elect themselves to load and unload their goods at their brewery premises at or near Burton aforesaid, then, in consideration of their so doing, and in consideration also of their providing sufficient space on their land at their brewery premises, with the necessary turn-tables and cranes for all the said traffic (which the said) Messrs. Allsopp & Sons in that case agree to do,—

1. The London and North Western Railway Company shall pay Messrs. Allsopp & Sons 9*d.* per ton on all such portion of the said traffic as may be loaded by Messrs. Allsopp & Sons as aforesaid, and as may pass over the London and North Western Railway Company's line, or over any lines of railway now or at any time hereafter belonging to, and leased, or worked by them. But if by reason of the London and North Western Railway Company not having a station at Burton, or from any other cause, the duty of loading and unloading such traffic as shall pass over the London and North Western Railway Company's line, or any lines of railway now or at any time hereafter belonging to, leased, or worked by them, should devolve upon the Midland Railway Company, but should be performed by Messrs. Allsopp & Sons under any arrangement with the Midland Railway Company for a pecuniary compensation, the London and North Western Railway Company shall be entitled to deduct from any payments to be made by them under this agreement all sums of money which Messrs. Allsopp & Sons may have received from the Midland Railway Company for such loading and unloading as aforesaid.

2. The payments to be made to Messrs. Allsopp & Sons under this agreement shall be made quarterly, that is to say, all sums due for the months of January, February, and March, shall be paid before the 1st of May; those for April, May, and June, before the 1st of August; those for July, August, and September, before the 1st of November; and those for October, November, and December, before the 1st of February next ensuing.

3. This agreement shall take effect from the 2nd day of November 1860, and continue for 20 years thereafter.

4. This agreement shall ensue for the benefit of, and shall be binding upon, the persons or person who now carry on, or shall at any time or times hereafter carry on, the said business now carried on by the said parties hereto, of the first part, in or under whatever name or style the said business shall be carried on, or whosoever may be engaged therein. In witness whereof, the said said Henry Allsopp, Henry Townshend, Henry Blundell Leigh, Thomas Leigh, Thomas Poyser, James Finlay, and Oscar Leslie Stephen, have hereunto set their hands and seals, and the said London and North Western Railway Company have hereunto affixed their Common Seal the day and year first before written.

(signed) *Henry Allsopp.*
Henry Townshend.
H. B. Leigh.
Thomas Leigh.
Thomas Poyser.
James Finlay.
O. L. Stephen.

Signed, sealed, and delivered by the said Henry Allsopp, Henry Townshend, Henry Blundell Leigh, Thomas Leigh, Thomas Poyser, James Finlay, and Oscar Leslie Stephen, in the presence of

(signed) *Edwd. Sermon,*
 Clerk to Messrs. Whateley, Solicitors, Birmingham.

Passed under the Common Seal of the London and North Western Railway Company in the presence of

(signed) *Charles E. Stewart,*
 Secretary.

Appendix, No. 61.

PAPER handed in by the *Chairman*.

STATEMENT by the Hartlepool Port and Harbour Commissioners, and the Hartlepool Chamber of Commerce.

To the Select Committee appointed to inquire into the Question of Railway Rates and Fares and also into the Working of the Railway Commission of 1870.

THE Hartlepool Port and Harbour Commissioners and the Hartlepool Chamber of Commerce venture to approach you with the following statement of facts and their views on the subject of equal railway rates to and from West Hartlepool respectively:—

Their attention has been given to the evidence of several of the witnesses examined before your Committee, and they have read the newspaper report of the evidence of Mr. Grotrian and Mr. Massey respecting the rates to and from Hull, and the remarks of these gentlemen as to the rates to and from Hartlepool.

It is true that for import and export traffic into and from Hull and Hartlepool respectively there has been, since 1854, an understanding that the rates from these respective ports to the large centres of consumers in the district of Yorkshire, Lancashire, and those south of Leeds, should be substantially the same. It is not correct, however, to say that the rates are exactly the same; for instance, in the rates quoted by Mr. Grotrian for timber and grain, those at Hull include collection and loading, whereas, at Hartlepool, the merchants are made to pay specially for every particular service performed for them by the railway company; moreover, there are many places where the nominal rates (notwithstanding this difference in terminal services) are not the same, but are decidedly in favour of Hull.

The statement that Hull possesses no advantages where the distance is greater is not correct, and in support of this allegation this Chamber would respectfully refer to the evidence adduced before your Committee by Mr. Williamson, a member of the Mersey Dock Board, and to the following facts:—

The rate of carriage from Liverpool to Manchester, a distance of about 32 miles, is 9*s.* 9*d.*, including expenses, whereas the rate from Hull to Manchester, a distance of about 100 miles, is only 13*s.* 4*d.*; an equal mileage rate would amount to 30*s.* 5*d.* If a shipowner here wants to fill up his ship with hematite pig-iron from the Cumberland district, he will have to pay 8*s.* 6*d.* per ton for inland carriage, whereas, the Hull shipowner, who competes with him, has precisely the same rate to pay, although the distance is greater by 55 miles than it is to Hartlepool. Again, if the Hartlepool shipowner should import grain intended for any of the towns in Cumberland or Westmoreland the rate from Hartlepool would not be less than the rate from Hull, although, as before stated, the distance is very much less from Hartlepool than from Hull. Again, the rates charged for manufactured goods from Glasgow to Hull are the same as to Hartlepool, although the distance is greater by 65 miles.

It is also to be considered that the Hartlepool shipowners and merchants have to compete not only with the railway from Hull, but also with the inland canal navigations leading from Hull, the rates and tolls on which determine substantially what can be got for conveyance of imported goods from any of the ports altogether, irrespective of distance. We have no canals at Hartlepool.

In 1854 the independent railway (Leeds Northern), which ran from the ports of the Tees to the West Riding of Yorkshire, was absorbed by the North Eastern Railway Company, and it was then a matter of notoriety that a promise was made by the North Eastern that the northern ports should not be placed at a disadvantage by reason of such amalgamation, but that, on the contrary, all the advantages which had been theretofore enjoyed under a system of independent lines should be continued, and that the system of equal rates was established before that amalgamation, and whilst the capital monies of the amalgamated lines were independent.

The evidence of Mr. Grotrian leads up to forcing the North Eastern Railway Company to break its promise to Hartlepool and other places in the North, but the subscribers do not hesitate to say that if it had been supposed in 1854, that the above amalgamation would be worked in a manner detrimental to the public interests by depriving this district of its then existing railway arrangements, such amalgamation would have been strenuously, and it is believed successfully, opposed, and for this amongst other reasons, that it would have been manifestly unfair and inequitable that the owners of Grimsby (a rival port to Hartlepool) should have been left to charge whatever rates would have best attracted traffic thereto, because it was connected with an independent line of railway, whilst Hartlepool should be most prejudicially restricted simply because it happened to be dependent on a line of railway owned by the same company as owned the railway leading to Hull.

The undersigned representative bodies would respectfully urge upon your Committee that the question of equal rates from and to competing ports on either line of coast, is one of national importance, inasmuch as it involves great competition and consequently lower prices to be paid by the large consuming bodies in the inland industrial centres; and the adoption of any other rule would involve a monopoly of supply to some of these inland centres, from what then might be fairly called monopoly ports, and which would practically mean the sacrifice of the masses, the consumers, to a few importers and exporters carrying on business at such monopoly ports.

The promise of equal rates above indicated, and its fulfilment, have caused the expenditure of an enormous capital in steam shipping in this port, and also the establishment of manufactories in the district, and especially (so far as the latter is concerned) in connection with timber; these latter have been established on a large scale to meet chiefly the necessities of consumers in the inland centres, and compete with those of a similar character which have been established at Hull and on the west coast.

In conclusion, we crave leave to refer your Committee to the underwritten extract from the Report of the Duke of Devonshire's Committee 1865, and the extract from the Joint Committee on Amalgamation, 1872, as constituting the basis on which railway companies have acted in the regulation of railway rates.

EXTRACT from Report of the Duke of Devonshire's Commission, 1865.

"Equal Rates."

"For the several reasons we have stated, we do not consider that it would be expedient even if it were practical to adopt any legislation which would abolish the freedom railway companies enjoy, of charging what sum they deem expedient within their maximum rates, when properly defined, limited as that freedom is by the conditions of the Traffic Act, but we are of opinion that railway companies should be required to give a reasonable notice of their intention to raise their rates of charge."

EXTRACT from Report of the Joint Committee on Amalgamation, 1872.

"Equal Mileage Rates."

"In short, to impose equal mileage on the companies would be to deprive the public of the benefit of much of the competition which now exists, or has existed, to raise the charges where the companies now find to their interest to lower them, and to perpetuate monopolies in carriage, trade, and manufacture in favour of those routes and places which are nearest or least expensive, where the varying charges of the companies now create competition; and it will be found that the supporters of equal mileage, when pressed often really mean, not that the rates they pay themselves are too high, but that the rates which others pay are too low."

P. pro The Hartlepool Port and Harbour Commissioners,

W. J. Young, Chairman.

P. pro The Hartlepool Chamber of Commerce,

Ewd. Turnbull, President.

West Hartlepool, 4 July 1881.

Appendix, No. 62.

PAPERS handed in by the *Chairman*.LETTER from Mr. *T. Gilby* to the Honourable *Evelyn Ashley*.London Zinc Mills, Wenlock-road,
London, N., 15 July 1881.

Sir,

I AM desirous of laying before the Parliamentary Committee on Railway Rates, that some of the largest railway companies with termini in London make arrangements with each other to charge expensive rates on goods traffic between London and various districts served by them which they style local traffic, while they compete very closely with each other at much lower rates for the Continental or through traffic to the great prejudice of English manufacturers.

In exemplification, I annex a table of rates to Birmingham and that district for the metal rolled and manufactured here.

Hon. Evelyn Ashley, Board of Trade.

I am, &c.
(signed) *T. Gilby*.Through Rates by Great Western Railway from Antwerp or Rotterdam to
Birmingham and that District.

| | | | | | | | | <i>s.</i> | <i>d.</i> |
|-----------------------|---|---|---|---|---|---|----------|-----------|-----------|
| Zinc sheets, in casks | - | - | - | - | - | - | per ton, | 16 | 8 |
| Zinc nails, in casks | - | - | - | - | - | - | " | 16 | 8 |
| Spelter | - | - | - | - | - | - | " | 16 | 8 |

The London and North Western Railway and the Midland Railway, *via* Harwich, through rates are somewhat higher than the above, and vary a little from time to time from London to Birmingham and District.

Local Rates by Great Western Railway, London and North Western Railway, and
Midland Railway.

| | | | | | | | | <i>s.</i> | <i>d.</i> |
|--|---|---|---|---|---|---|----------|-----------|-----------|
| Zinc sheets, in casks | - | - | - | - | - | - | per ton, | 22 | 6 |
| Zinc nails, in casks | - | - | - | - | - | - | " | 28 | 4 |
| Spelter (until the last two or three months this rate was 19 <i>s.</i> 2 <i>d.</i> per ton) | - | - | - | - | - | - | " | 15 | - |

Appendix, No. 63.

PAPERS handed in by Mr. *Henry Tennant*, 18 July 1881.

COMPARATIVE STATEMENT of DISTANCES and RATES between *Hull* and *West Hartlepool* with Towns in the North of *England*.

| NAME OF STATION. | Distances. | | Rates. | |
|---------------------------|---------------|------------------|--|------------------|
| | Hull. | West Hartlepool. | Hull. | West Hartlepool. |
| | <i>Miles.</i> | <i>Miles.</i> | The rates the same with both places for the chief articles of transit, such as timber, grain, flour, pig iron, potatoes, &c. | |
| Arnside - - - - - | 120 | 105 | | |
| Grange - - - - - | 125 | 109 | | |
| Ulverstone - - - - - | 133 | 118 | | |
| Lakeside - - - - - | 139 | 124 | | |
| Barrow - - - - - | 143 | 128 | | |
| Aspham - - - - - | 141 | 126 | | |
| Millom - - - - - | 152 | 137 | | |
| Bootle - - - - - | 160 | 145 | | |
| Ravenglass - - - - - | 165 | 150 | | |
| Seascale - - - - - | 169 | 144 | | |
| Maryport - - - - - | 187 | 129 | | |
| Workington - - - - - | 182 | 125 | | |
| Harrington - - - - - | 185 | 128 | | |
| Whitehaven - - - - - | 191 | 134 | | |
| Penrith - - - - - | 144 | 86 | | |
| Kirkby-Lonsdale - - - - - | 107 | 91 | | |
| Sedbergh - - - - - | 117 | 81 | | |
| Windermere - - - - - | 140 | 96 | | |
| Staveley - - - - - | 136 | 93 | | |
| Burnside - - - - - | 134 | 90 | | |
| Kendal - - - - - | 132 | 89 | | |
| Aspatria - - - - - | 182 | 122 | | |
| TOTAL - - - | 3,284 | 2,550 | | |

COMPARATIVE STATEMENT on DISTANCES and RATES on TIMBER and GRAIN from *Hull* and *West Hartlepool* to certain Towns nearer to one Port than the other.

| NAME OF STATION. | Distances from | | RATES. | | | |
|---------------------|----------------|------------------|--------------|------------------|--------------|------------------|
| | | | Timber. | | Grain. | |
| | Hull. | West Hartlepool. | Hull. | West Hartlepool. | Hull. | West Hartlepool. |
| | <i>Miles.</i> | <i>Miles.</i> | Per Ton. | Per Ton. | Per Ton. | Per Ton. |
| | | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| Duffield - - - | 21 | 86 | 4 2 | 10 - | 3 9 | 10 - |
| Budlington - - - | 32 | 97 | 5 10 | 10 10 | 5 5 | 10 - |
| Scarborough - - - | 55 | 87 | 8 4 | 10 - | 7 6 | 10 - |
| Selby - - - | 31 | 73 | 3 4 | 8 4 | 4 2 | 7 1 |
| York - - - | 44 | 60 | 6 3 | 7 6 | 6 3 | 7 1 |
| Harrogate - - - | 61 | 55 | 8 4 | 8 4 | 7 6 | 7 1 |
| Thirsk - - - | 65 | 37 | 8 4 | 6 8 | 8 4 | 6 8 |
| Northallerton - - - | 74 | 29 | 8 4 | 6 3 | 8 4 | 5 10 |
| Darlington - - - | 87 | 24 | 10 - | 5 - | 8 4 | 5 - |

STATEMENT showing the Comparison between RATES Charged on COAL, and other IRON-MAKING MATERIALS, on Foreign Lines, and those Charged by the North Eastern Company in the Cleveland District.

| From | To | Distance in English Miles. | Rate Charged | | Rate which would be Charged in Cleveland District for same Distances. | | REFERENCE. |
|----------------------------------|----------------------|-------------------------------------|----------------------|-----------|--|------------|---|
| | | | Per English Mile. | Per Ton. | Per Mile. | Per Ton. | |
| COAL AND COKE: | | | | | | | |
| Borbeck - - - - - | Oberhausen - - - - - | 6 | d. 1'5 | s. d. - 9 | d. 1 66 | s. d. - 10 | British Iron Trade Association 103 Report. |
| Altenessen - - - - - | - ditto - - - - - | 7 | 1'7 | 1 - | 1'43 | - 10 | Ditto - - - ditto - 103 |
| Gelsenkirchen - - - - - | - ditto - - - - - | 11 | 1'2 | 1 1½ | 1'13 | 1 - ½ | Ditto - - - ditto - 103 |
| St. Etienne - - - - - | Givors - - - - - | 18 | 1'52 | 2 3½ | 1'0 | 1 6 | Ditto - - - ditto - 100 |
| Charleroi - - - - - | Centre - - - - - | 18½ | 1'1 | 1 8½ | 1'0 | 1 6½ | Ditto - - - ditto - 101 |
| St. Etienne - - - - - | Vienne - - - - - | 27 | 1'52 | 3 5 | '93 | 2 1 | Ditto - - - ditto - 100 |
| Mons - - - - - | Charleroi - - - - - | 31 | '9 | 2 4 | '9 | 2 4 | Ditto - - - ditto - 101 |
| Average - - - - - | | 17 | | | | | |
| IRONSTONE: | | | | | | | |
| Ruhrort - - - - - | Oberhausen - - - - - | 4½ | 2'75 | 1 - | 1'9 | - 8½ | British Iron Trade Association 103 Report. |
| Nord Railway of France - - - - - | - - - - - | 10 | 1'36 | 1 1½ | 1 1 | - 11 | Jean's Report, 9th June 1881. |
| Ditto - - - ditto - - - - - | - - - - - | 20 | '93 | 1 6½ | '87 | 1 6½ | Ditto - - - ditto. |
| - - - - - | Liege - - - - - | 28 | '66 | 1 6½ | '8 | 1 10½ | British Iron Trade Association 101 Report. |
| Nord Railway of France - - - - - | - - - - - | 30 | '94 | 2 4½ | '78 | 1 11½ | Jean's Report, 9th June 1881. |
| Average - - - - - | | 18½ | | | | | |
| LIMESTONE: | | | | | | | |
| Kupferdreh - - - - - | Oberhausen - - - - - | 18½ | 1'0 | 1 6½ | '89 | 1 4½ | British Iron Trade Association 103 Report. |
| Dornop - - - - - | - ditto - - - - - | 31 | '87 | 2 3 | '78 | 2 - ½ | Ditto - - - ditto. |
| Average - - - - - | | 24½ | | | | | |

STATEMENT showing the Length of LINE, Weight of TRAFFIC, Receipts, and TRAIN MILEAGE for the RAILWAYS of the UNITED KINGDOM, for the Years 1863, 1872, and 1879.

| YEAR. | Length of Line Open. | WEIGHT OF TRAFFIC. | | | RECEIPTS. | | | | | TRAIN MILES. | | | |
|----------------------|-------------------------------|--------------------|----------------------------------|---|-----------------|-------|-------------------|-------------------------------|------------|-------------------|---|-------|------------------------------------|
| | | Minerals. Tons. | General Merchandise. Tons. | Total Weight of Minerals and General Merchandise. Tons. | Minerals. £. | s. d. | Per Ton. £. | General Merchandise. £. | s. d. | Per Ton. £. | Total Receipts from Minerals and General Merchandise. £. | s. d. | Average Per Ton. £. |
| 1863 | - | 68,043,154 | 32,517,247 | 100,560,401 | 5,419,667 | 1 7 | 10,578,429 | 0 6 | 15,998,096 | 3 2 | 61,032,143 | No. | Per Mile of Railway Open. |
| 1872 | - | 120,662,540 | 58,639,575 | 179,302,121 | 11,236,157 | 1 10 | 16,687,930 | 5 8 | 27,913,987 | 3 1 | 92,995,324 | No. | Per Mile of Railway Open. |
| 1879 | - | 144,791,280 | 67,396,875 | 212,188,155 | 13,055,312 | 1 10 | 18,073,768 | 5 6 | 32,329,075 | 3 - | 115,188,046 | No. | Per Mile of Railway Open. |
| Increase per Cent. | | | | | | | | | | | | | |
| 1879 over 1863 | - | 113 | 107 | 111 | 152 | - | 76 | - | 102 | - | 88 | 31 | 35 |
| 1879 over 1872 | - | 20 | 15 | 18 | 21 | - | 12 | - | 16 | - | 23 | 10 | 15 |

Appendix, No. 64.

PAPERS handed in by Mr. Findlay, 14 July 1881.

Mr. Jean's Evidence before the

ALLEGED different RATES in different Districts for same Distances and same Traffic—

| Questions. | Pages. | ARTICLES. | BETWEEN. |
|------------|--------|---------------------|--|
| | | | RATES DISPROPORTIONATE |
| 8883 | 392 | Pig iron - - - | Round Oak - - - London - - - 1 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 2 |
| | | Pig iron - - - | - ditto - - - Liverpool - - - 3 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 4 |
| | | Pig iron - - - | Blaenavon - - - Llandaff - - - 5 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 6 |
| | | Pig iron - - - | - ditto - - - Neath - - - 7 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 8 |
| | | Pig iron - - - | Black Bull - - - Marsden - - - 9 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 10 |
| | | Pig iron - - - | - ditto - - - Wolverhampton - - - 11 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 12 |
| | | Pig iron - - - | Workington - - - Carlisle - - - 13 |
| | | Finished iron - - - | - ditto - - - - ditto - - - 14 |
| 8884 | 393 | Undamageable iron - | Black Bull - - - Manchester - - - 15 |
| | | Ditto - ditto - | - ditto - - - Church Bridge - - - 16 |
| | | Ditto - ditto - | Middlesboro' - - - Liverpool - - - 17 |
| | | Ditto - ditto - | - ditto - - - Manchester - - - 18 |
| | | Ditto - ditto - | Blaenavon - - - Govilan - - - 19 |
| | | Ditto - ditto - | - ditto - - - Cwmbran - - - 20 |
| | | Finished iron - | - ditto - - - - ditto - - - 21 |
| | | Ditto - - - | - ditto - - - Dowlais - - - 22 |
| | | Coal - - - | - ditto - - - Dunstable - - - 23 |
| | | Ditto - - - | - ditto - - - Hull - - - 24 |
| 8886 | 393 | Pig iron - - - | Middlesboro' - - - Manchester - - - 25 |
| 8887 | 393 | Undamageable iron - | - ditto - - - - ditto - - - 26 |

N.B.—These calculations are arrived at after deducting the following amounts for Terminal Services, viz. :—
and coal, 3 *s.* per ton at each end. From rates including collection

Appendix, No. 64

PAPERS handed in by Mr. Findlay, 14 July 1881.

SELECT COMMITTEE ON RAILWAYS, 1881.

Varying and Anomalous Differences between PIG and UNDAMAGEABLE MANUFACTURED IRON.

| | Witness' Rates. | London and North Western Railway Rates. | Witness' Distances. | London and North Western Railway. Distances. | Rate per Mile ; Witness. | London and North Western Railway. Rate per Mile. |
|-------------------------------|---|---|--|--|--------------------------------|---|
| FOR DISTANCES, AND ANOMALOUS. | | | | | | |
| | <i>s. d.</i> | <i>s. d.</i> | | <i>Miles.</i> | | <i>d.</i> |
| 1 | 10 10 | 10 10 C. and D. in Round Oak, 4 tons | - - | 151 | - - | 58 |
| 2 | 15 - | 12 6 C. and D. in Round Oak, 2 tons (Iron, Class A.) | - - | 151 | - - | 59 |
| 3 | 10 - | 10 - C. and D. in Round Oak, 2 tons | - - | 104 | - - | 75 |
| 4 | 11 - | 11 - C. and D. in Round Oak, 2 tons (Iron, Class A.) | - - | 104 | - - | 69 |
| 5 | not given ; gives rates per mile only. | 4 - - - - - | 38 | 42 | 1.45 | 71 |
| 6 | - ditto - | 5 10 (Iron, Class A.) - - - | - - | 42 | 2.12 | 80 |
| 7 | - ditto - | 4 3 - - - - - | 48 | 42 | 1.18 | 78 |
| 8 | - ditto - | 4 10 (Iron, Class A.) - - - | - - | 42 | 1.85 | 52 |
| 9 | - ditto - | 5 10 - - - - - | 48 | 48 | 1.62 | 1.20 |
| 10 | - ditto - | 8 4 (Iron, Class A.) - - - | - - | 48 | 2.08 | 1.49 |
| 11 | - ditto - | 5 - - - - - | 39 | 39 | 1.54 | 1.07 |
| 12 | - ditto - | 7 6 (Iron, Class A.) (Special Class) | - - | 39 | 1.79 | 1.38 |
| 13 | - - - | 4 2 - - - - - | 38 | 38 | 1.51 | 97 |
| 14 | - - - | 5 - S. to S., 4 tons. (Iron, Class A.) | - - | 38 | 1.81 | 72 |
| 15 | 5 5 | 5 5 S. to S., 2 tons (Iron, Class A.) | 30 | 30 | 2.16 | 96 |
| 16 | 5 6 | 5 6 S. to S., 2 tons - - - | 37 | 37 | 1.78 | 81 |
| 17 | - - - | 11 8 S. to S., 4 tons - - - | 180 | 154 | 1 d. | 67 |
| 18 | 13 4 | 13 4 S. to S., 4 tons - - - | 30 miles nearer than Liverpool. | 106 | 1.46 | 1.17 |
| 19 | 5 - | 3 9 S. to S., 2 tons - - - | 10½ | 11 | 5.71 | 81 |
| 20 | 1 5½ | 3 4 S. to S., 2 tons (Special Class) - | 12 | 11 | 1.42 | 36 |
| 21 | - - - | 3 4 S. to S., 2 tons (Special Class) - | 12 | 11 | 1.42 | 36 |
| 22 | - - - | 4 2 S. to S., 2 tons - - - | 13½ | 14 | 2.22 | 1 d. |
| 23 | 8 5 | 8 5 O.W. - - - - - | 217 | 161 | .46 | 59 |
| 24 | 11 4 | 12 10 ; 11 s. 4 d. for shipment - - | 240 | 240 | .53 | { 12/10 = .61 11/4 = .54 |
| 25 | - - - | 8 4 - - - - - | - - | 106 | .91 | .77 |
| 26 | - - - | 13 4 S. to S. 4 tons (Iron, Class A.) | - - | 106 | - - | 1.17 |

STATION TO STATION, 1 s. 6 d. per ton each end ; MINERAL CLASS (Pig Iron), 9 d. per ton at each end ;
or delivery at Round Oak, 3 s. 6 d. per ton has been deducted.

COAL RATES from WEST CUMBERLAND COLLIERIES for Shipment to *Ireland*, as compared with those from other Colliery Districts for same Destination.

| AND | LANCASHIRE. | | | | | | WEST CUMBERLAND and | WEST CUMBER- LAND DISTRICT. | | |
|---|--------------|------|----------|----------------------------|-------|---------------|---|--------------------------------------|----|--|
| | ST. HELENS. | | | WIGAN. | | | | | | |
| Garston Dock, including tipping (round rate fixed by Act of Parliament under special cir- cumstances) - - - - Plus Colliery Company's charge for waggons - - | Miles. | s. | d. | Miles. | s. | d. | Maryport and Wor- kington Docks (in- cluding use of wag- gons and tipping) | Miles. s. d. | | |
| | 15 | 1 | 3 O.W. | 23 Average Distance. | 1 | 5 O.W. | | | | |
| | | - | 6 | | - | 6 to - 8 | | | | |
| | Total | 1 | 9 | | Total | 1 11 to 2 1 | | | | |
| Widnes Dock, exclusive of tipping For tipping and Colliery Com- pany's charge for waggons | Miles. | s. | d. | Miles. | s. | d. | Ditto ditto - | 8 1 3 | | |
| | 8 | - | 10 O.W. | 16 Average Distance. | 1 | 5 O.W. | | | | |
| | | - | 6 | | - | 6 | | | | |
| | Total | 1 | 4 | | Total | 1 11 | | | | |
| Preston, Ribble Wharf, including toll for Ribble Branch - - Wharfage and tipping - - Colliery Company's charge for waggons - - - - | Miles. | s. | d. | Miles. | s. | d. | | | | |
| | 20 | 2 | 5 O.W. | 10 Blamscough Hall. | 1 | 1 O.W. | | | | |
| | | - | 3 | | - | 3 | | | | |
| | | - | 6 | | - | 6 | | | | |
| | Total | 3 | 2 | Total | 1 | 10 | | | | |
| High Level tip, Liverpool - - Colliery Company's charge for waggons - - - - | Miles. | s. | d. | Miles. | s. | d. | | | | |
| | 17 | 1 | 8 O.W. | 20 | 1 | 9 O.W. | | | | |
| | | - | 6 to - 8 | | - | 6 to - 8 | | | | |
| | Total | 2 | 2 to 2 4 | Total | 2 | 3 to 2 5 | | | | |
| NORTH WALES. | | | | | | | | | | |
| Connah's Quay - - - - Plus Colliery Company's charge for waggons - - | QUEENSFERRY. | | | PADESWOOD. | | | Ditto ditto - | 1½ - 6½ | | |
| | Miles. | s. | d. | Miles. | s. | d. | | | | |
| | 2 | 1 | - O.W. | 8 | 1 | 4 O.W. | | | | |
| | | - | 4 | | - | 4 | | | | |
| | Total | 1 | 4 | Total | 1 | 8 | | | | |
| SOUTH WALES. | | | | | | | | | | |
| Swansea Dock— Ex Rhydyfod Colliery (Kil- lay) - - - - Ex Bishwell Colliery (Gower- road) - - - - Ex Llanmorlais Colliery (Pen- clawdd) - - - - | Miles. | O.W. | O.W. | Including tipping | | | Ditto ditto - | 3 - 9 | | |
| | s. | d. | s. | | | | | | d. | |
| | 5 | 1 | 1 2 | | | | | | | |
| | 7 | 1 | 1 3 | | | | | | | |
| | 12 | 1 | 4 1 10 | | | Ditto ditto - | 8 1 3 | | | |
| | | | | | | Ditto ditto - | 12 1 5 | | | |

Appendix, No. 65.

PAPERS handed in by Mr. Charles Scotter, 21 July 1881.

LIST of ALTERATIONS in and ADDITIONS to the GENERAL CLASSIFICATION BOOK from the Year 1876 to the Year 1880.

| YEAR. | Alterations. | | Additions. |
|----------------|--------------|-----------|---------------|
| | Reductions. | Advances. | New Articles. |
| 1876 - - - - - | 23 | 2 | 167 |
| 1877 - - - - - | 8 | 3 | 156 |
| 1878 - - - - - | 18 | 2 | 198 |
| 1879 - - - - - | 11 | - - - | 122 |
| 1880 - - - - - | 13 | 2 | 135 |
| | 73 | 9 | 778 |

TOTAL - - - 860.

STATEMENT of the GOODS and MINERAL and SHUNTING MILES on the Manchester, Sheffield, and Lincolnshire Railway during the Five Years ending 1880.

| YEAR. | Goods and Mineral Miles. | Shunting Miles. | TOTAL. |
|----------------|--------------------------|-----------------|-----------|
| 1876 - - - - - | 3,259,870 | 1,304,392 | 4,564,271 |
| 1877 - - - - - | 3,353,560 | 1,392,631 | 4,751,197 |
| 1878 - - - - - | 3,289,738 | 1,350,777 | 4,640,515 |
| 1879 - - - - - | 3,282,959 | 1,351,943 | 4,634,902 |
| 1880 - - - - - | 3,623,413 | 1,512,275 | 5,135,688 |

Accountant's Department,
24 June 1881.

RATES for CHEMICALS.

| Distance. | From WIDNES to | Special Class | Exceptional | Maximum |
|-----------|--------------------------|---------------|--|--|
| | | Rate. | Rates for Alkali, Soda, Soda Ash, and Bleaching Powder. | Rate on Distance, as per Parliamentary Tolls. |
| | | s. d. | s. d. | s. d. |
| 133 | Hull - - - - - | 16 8 | 11 8 | 36 3 |
| 192 | Newcastle - - - - - | 17 6 | 11 8 | 51 - |
| 167 | Hartlepool - - - - - | 16 8 | 11 8 | 44 0 |
| 158 | Middlesborough - - - - - | 17 6 | 11 8 | 42 6 |
| 203 | London - - - - - | 21 8 | 12 6 | 55 - |
| 63 | Over Darwen - - - - - | 10 - | 8 4 | 18 0 |
| 52 | Bury - - - - - | 0 2 | 7 6 | 16 - |
| 64 | Accrington - - - - - | 10 - | 8 4 | 19 - |
| 26 | Stockport - - - - - | 7 0 | 5 10 | 9 6 |
| 37 | Glossop - - - - - | 8 4 | 6 8 | 12 3 |
| 142 | Nottingham - - - - - | 15 - | 13 4 | 26 - |
| 80 | Basford - - - - - | 15 - | 13 4 | 25 3 |
| 67 | Sowerby Bridge - - - - - | 11 8 | 10 10 | 19 0 |
| 80 | Heckmondwike - - - - - | 12 6 | 11 8 | 23 - |
| 111 | Bradford - - - - - | 12 6 | 10 - | 30 9 |
| 106 | Leeds - - - - - | 12 6 | 10 - | 29 6 |
| 66 | Huddersfield - - - - - | 10 10 | 9 2 | 19 6 |
| 119 | Halifax - - - - - | 11 8 | 9 2 | 30 3 |
| 292 | Musselburgh - - - - - | 21 8 | 20 - | 76 - |
| 318 | Markinch - - - - - | 26 8 | 21 8 | 82 6 |

Appendix, No. 66.

PAPER handed in by Mr. *Barclay*.

LETTER from Mr. *W. Fletcher* to Mr. *Barclay*, M.P.

Select Committee on Railway Rates, &c.

Dear Sir,

Brigham Hall, Carlisle, 25 July 1881.

REFERRING to our recent correspondence, it has just come to my knowledge that Mr. Findlay, in his evidence, referred to my statement respecting certain reductions which were made in coal and coke rates by the West Cumberland railways on 1st June, in terms which almost imply a reflection upon my veracity.

Mr. Findlay is reported to have said, that I knew very well those reductions had been made under a pledge given by his company to a Parliamentary Railway Committee upon a Bill of which I was a promoter.

I now wish to explain to the Select Committee, in contradiction of this statement, that the rates mentioned in my evidence (as you may see) did not refer to any traffic between Maryport and Workington, whereas the pledge alluded to by Mr. Findlay applied solely to traffic between those places, and the London and North Western Company have actually declined to make a corresponding reduction between other places on the same railway (the Whitehaven Junction).

Hoping that, in justice to me, you will be able to get this letter put upon the records of the proceedings,

J. W. Barclay, Esq., M.P.

I am, &c.
(signed) *W. Fletcher*.

Appendix, No. 67.

PAPERS handed in by the *Chairman*.LETTER from Messrs. *T. F. Bell & Co.*, to the Chairman of the Committee.

Sir,

Hull, 25 July 1881.

WE wish to correct an impression which may have been left on the minds of some of your Committee, after hearing the evidence of Mr. Tennant, General Manager for the North Eastern Railway Company, that the ordinary rate of carriage on traffic from Newcastle to Hull is 18 s. 4 d. per ton.

This rate, we believe, applies only to such goods as hay, dried fruit (currants and raisins), paint, colours, starch in boxes; but we do know that the railway company carry hundreds of tons of lead (red and white, pig and sheet), soda, alkali, bleach powder, in the course of a year, both for home consumption and for export, at rates varying from 7 s. 6 d. to 9 s. per ton for 126 miles, including cartage and all terminal expenses, while if we wanted to send sheet lead from here to any intermediate station, say Cottingham, 3½ miles, the carriage would be 5 s. per ton; Beverley, 8 miles, 5 s. per ton; Driffild, 19 miles, 5 s. 10 d. per ton; Selby, 30½ miles, 7 s. 6 d. per ton, and many other rates in the same proportion. We have been interested in the carrying trade between here and the Tyne for many years, and it is owing to the present unfair and unreasonable manner in which railway companies are allowed to alter rates at their own pleasure, and to further their own monopoly, by crushing out all rival conveyances, that water communication both by sea and by canal is languishing, and possibly in the course of a few years, under present conditions, may be extinguished altogether, when the railway companies will immediately advance their rates to such a figure as will recoup them for the sacrifices they have made in getting rid of their competitors. There cannot be a more favourable opportunity than the present (when the railway companies, endeavouring to control the whole carrying trade of the country, and in their desire at the same time to show increased earnings, will ultimately undertake more than they can safely accomplish, thereby jeopardising the safety of many lives and much valuable property), for an effort to be made to divert some portion of the traffic to the canals, and other means of water communication, which existed before railways were in operation, and, by a fair and equitable system of rates, allow both land and water carriers a remunerative but not unreasonable return for their labours, risks, and capital.

In bringing this matter before your consideration,

The Chairman,
Select Committee, Rates and Fares,
House of Commons.

We are, &c.
(signed) *Thomas F. Bell & Co.*

LETTER from Mr. *W. A. Darbishire*.

Sir,

Nantlle, Penygroes, 31 March 1881.

I BEG to lay before you the following matters, which I shall be glad to give as evidence before the Select Committee of the House of Commons, if they seem to you of importance, or suitable to bring before the Committee.

I am a slate quarry owner, and I live in the immediate neighbourhood of my works. I also occupy some land, and endeavour to supply the pressing wants of the workmen for milk, fresh vegetables, &c.

The county of Carnarvonshire consists of, generally speaking, poor land; large numbers of inhabitants are collected in some of the most barren parts by the slate quarries.

The difficulties of supplying milk, &c., are aggravated instead of alleviated by the extremely high railway rates.

0.54.

N N 2

An

An industry exists, giving employment to many persons who work up slate blocks, supplied from the slate quarries, into writing slates and other forms; these factories are situated at a distance from quarries, where labour is cheap, and water or other cheap power is available.

This industry is materially interfered with by the excessive rates of carriage of the raw material.

Building materials are carried only at high rates locally, as compared with carriage of similar materials in England.

I append the following facts as confirming my statements.

Carriage of Hay, Straw, &c. :

Hay or straw, Afonwen to Nantlle, 13 miles, owner's risk, 11 *s.* 8 *d.*, or 10½ *d.* per mile.

Hay or straw, Llanfair to Nantlle, owner's risk, 10 *s.* 10 *d.*, or 10 *d.* per mile.

In January 1881, after remonstrance against a much higher rate, I was charged—

Hay, at owner's risk, Penmaenmaur to Nantlle, 26 miles, 14 *s.* 2 *d.*, or 5½ *d.* per mile.

Straw, Carnarvon to Nantlle, eight miles, 8 *s.* 4 *d.*, owner's risk, or 1 *s.* -½ *d.* per mile.

Oats and meal, Carnarvon to Nantlle, eight miles, 5 *s.* 10 *d.*, or 8½ *d.* per mile.

Carriage of Slate Blocks :

Penrhyn siding to Aber, four miles, 1 *s.* 6 *d.*, or 4½ *d.* per ton.

Nantlle to Bangor, 16 miles, 3 *s.* 4 *d.*, or 2½ *d.* per ton.

Nantlle to Aber, 21 miles, 4 *s.* 2 *d.*, or 2½ *d.* per ton.

Carriage of Building Materials :

Slates, Nantlle to Penmaenmaur, 26 miles, 6 *s.* 2 *d.*, or 2½ *d.* per ton.

Lime, Llandulas to Nantlle, 39 miles, 3 *s.* 8 *d.*, or 1½ *d.* per mile, this rate being very much lower than others, because carriage by water competes with rail.

Slates, Nantlle to London, 15 *s.* per ton, 256 miles, or ⅞ *d.* per ton per mile.

I have, &c.
(signed) *W. A. Darbshire.*

Appendix, No. 68.

PAPERS handed in by Mr. Findlay, 25 July 1881.

ROADSTONE from *Threlkeld* in Owner's Waggon.

(No. 1.)

Scale at first agreed:—

| | | | | | |
|-----------------|---|---|---|---|--|
| 1 to 15 miles | - | - | - | - | 1 s. 6 d. per ton. |
| 16 to 30 miles | - | - | - | - | $\frac{7}{8}$ d. per ton per mile, and 6 d. added. |
| 31 to 35 miles | - | - | - | - | 2 s. 8 d. per ton. |
| 36 to 60 miles | - | - | - | - | $\frac{3}{4}$ d. per ton per mile, and 6 d. added. |
| 61 to 72 miles | - | - | - | - | 4 s. 3 d. per ton. |
| 73 to 85 miles | - | - | - | - | $\frac{5}{8}$ d. per ton per mile, and 6 d. added. |
| 86 to 106 miles | - | - | - | - | 4 s. 11 d. per ton. |
| Over 106 miles | - | - | - | - | $\frac{1}{2}$ d. per ton per mile, and 6 d. added. |

(No. 2.)

Amended Scale (same as Clee Hill):

| | | | | | |
|------------------|---|---|---|---|--|
| 1 to 15 miles | - | - | - | - | 1 s. 6 d. per ton. |
| 16 to 30 miles | - | - | - | - | $\frac{7}{8}$ d. per ton per mile, and 6 d. added. |
| 31 to 35 miles | - | - | - | - | 2 s. 8 d. per ton. |
| 36 to 60 miles | - | - | - | - | $\frac{3}{4}$ d. per ton per mile, and 6 d. added. |
| 61 to 72 miles | - | - | - | - | 4 s. 3 d. per ton. |
| 73 to 100 miles | - | - | - | - | $\frac{5}{8}$ d. per ton per mile, and 6 d. added. |
| 101 to 126 miles | - | - | - | - | 5 s. 9 d. per ton. |
| Over 126 | - | - | - | - | $\frac{1}{2}$ d. per ton per mile, and 6 d. added. |

Additions for use of Company's Waggon:

| | | | | | |
|------------------|---|---|---|---|----------------|
| Up to 50 miles | - | - | - | - | 6 d. per ton. |
| 51 to 100 miles | - | - | - | - | 7 d. per ton. |
| 101 to 175 miles | - | - | - | - | 8 d. per ton. |
| 176 to 250 miles | - | - | - | - | 10 d. per ton. |
| Over 250 miles | - | - | - | - | 11 d. per ton. |

CALEDONIAN RAILWAY. - - - - -

DEALERS' FISH RATES. - - - - -

| FROM | TO | Class Rates, at Owners' Risk. | | | | | | | Class Rates, at | | | |
|---------------------------|---|-------------------------------|----------------------------|----------------------------|--------------------------------------|----------------------------|--------------------------------------|--------------------------------------|----------------------------|----------------------------|----------------------------|----|
| | | 1. | 2. | 3. | 3. | 4. | 4. | 5. | 1. | 2. | 3. | |
| | | Goods Train, C. & D. | Goods Train, C. & D. | Goods Train, C. & D. | Passen- ger Train, S. to S. | Goods Train, C. & D. | Passen- ger Train, S. to S. | Passen- ger Train, S. to S. | Goods Train, C. & D. | Goods Train, C. & D. | Goods Train, C. & D. | |
| | | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | Per Cwt. s. d. | | |
| Stornoway - - - | London, Birmingham, Walsall, Wolverhampton, and Dudley. | 2 7 | 2 7 | 2 10 | 3 10 | 3 10 | 4 10 | 6 4 | 3 3 | 3 3 | 3 6 | 1 |
| Strome Ferry or Portree - | ditto - - - | 2 6 | 2 6 | 2 9 | 3 9 | 3 9 | 4 9 | 6 3 | 3 2 | 3 2 | 3 5 | 2 |
| Oban or Blair Athole - | ditto - - - | 2 6 | 2 6 | 2 9 | 3 9 | 3 9 | 4 9 | 6 3 | 3 2 | 3 2 | 3 5 | 3 |
| Wick - - - - | ditto - - - | 2 6 | 2 6 | 2 9 | 4 - | 3 9 | 5 - | 6 6 | 3 2 | 3 2 | 3 5 | 4 |
| Thurso - - - - | ditto - - - | | | | | | | | | | | |
| Greenock, Port Glasgow - | ditto - - - | 2 - | 2 3 | 2 9 | 3 0 | 3 9 | 4 9 | 5 3 | 2 6 | 2 10 | 3 5 | 5 |
| Glasgow - - - - | ditto - - - | | | | | | | | | | | |
| Edinburgh - - - - | ditto - - - | 2 - | 2 3 | 2 9 | 3 9 | 3 9 | 4 9 | 5 3 | 2 6 | 2 10 | 3 5 | 6 |
| Leith - - - - | ditto - - - | | | | | | | | | | | |
| Stornoway - - - | Manchester, Bolton, and Wigan. | 2 1 | 2 6 | 2 10 | 3 10 | 3 10 | 4 10 | 5 7 | 2 7 | 3 1 | 3 6 | 7 |
| Ditto - - - - | Liverpool & Birkenhead | 1 10 | 2 3 | 2 7 | 3 7 | 3 7 | 4 4 | 4 10 | 2 3 | 2 10 | 3 3 | 8 |
| Strome Ferry or Portree - | ditto - - - | 2 - | 2 5 | 2 9 | 3 9 | 3 9 | 4 9 | 5 6 | 2 6 | 3 - | 3 5 | 9 |
| Ditto - - - - | ditto - - - | 1 9 | 2 2 | 2 6 | 3 6 | 3 6 | 4 3 | 4 9 | 2 2 | 2 9 | 3 2 | 10 |
| Oban or Blair Athole - | ditto - - - | 2 - | 2 5 | 2 9 | 3 9 | 3 9 | 4 9 | 5 6 | 2 6 | 3 - | 3 5 | 11 |
| Ditto - - - - | ditto - - - | 1 9 | 2 2 | 2 6 | 3 6 | 3 6 | 4 3 | 4 9 | 2 2 | 2 9 | 3 2 | 12 |
| Wick - - - - | ditto - - - | 2 - | 2 5 | 2 9 | 4 - | 3 9 | 5 - | 5 9 | 2 6 | 3 - | 3 5 | 13 |
| Ditto - - - - | ditto - - - | | | | | | | | | | | |
| Thurso - - - - | ditto - - - | 1 9 | 2 2 | 2 6 | 3 9 | 3 6 | 4 6 | 5 - | 2 2 | 2 9 | 3 2 | 14 |
| Ditto - - - - | ditto - - - | 1 9 | 2 - | 2 6 | 3 3 | 3 3 | 4 3 | 4 9 | 2 2 | 2 6 | 3 2 | 15 |
| Greenock, Port Glasgow - | ditto - - - | | | | | | | | | | | |
| Ditto - - - - | ditto - - - | 1 3 | 1 6 | 1 9 | 2 6 | 2 6 | 3 6 | 4 3 | 1 7 | 1 11 | 2 2 | 16 |
| Glasgow - - - - | ditto - - - | 1 9 | 2 - | 2 6 | 3 3 | 3 3 | 4 3 | 4 9 | 2 2 | 2 6 | 3 2 | 17 |
| Ditto - - - - | ditto - - - | | | | | | | | | | | |
| Edinburgh - - - - | ditto - - - | 1 6 | 1 9 | 2 - | 2 9 | 3 3 | 4 3 | 4 9 | 1 11 | 2 2 | 2 6 | 18 |
| Leith - - - - | ditto - - - | | | | | | | | | | | |
| Ditto - - - - | ditto - - - | | | | | | | | | | | |

Note.—For all fish traffic from Portree, Strome Ferry, and Oban

- - - - - CALEDONIAN RAILWAY.

- - - - - DEALERS' FISH RATES.

| Companies' Risk. | | | | | Special Rates, at Companies' Risk. | | | | | |
|------------------|--|----------------------------------|--|--|---|--|---|---|--|--|
| | 3. Passen- ger Train, S. to S. | 4. Goods Train, C. & D. | 4. Passen- ger Train, S. to S. | 5. Passen- ger Train, S. to S. | Salmon, in Boxes, by Passenger Train, in Ton Lots, S. to S. | Lobsters, per Goods Train, C. and D. | Salmon, in Boxes, by Goods Train, C. and D. | Whelks, by Goods Train, C. and D. | Oysters, by Goods Train, C. and D. | |
| | Per Cwt. | Per Cwt. | Per Cwt. | Per Cwt. | Per Ton. | Per Ton. | Per Ton. | Per Ton. | Per Ton. | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | |
| 1 | 4 9 | 4 9 | 6 - | 7 11 | 106 8 | - | - | - | - | Class 1.— Thoroughly cured cod and ling, in brine. Thoroughly cured white herring, in brine. Whelks and periwinkles. |
| 2 | 4 8 | 4 8 | 5 11 | 7 10 | { 100 - 101 8 | 90 - 92 6 | 80 - 85 - | Strome Ferry, Portree. | | Class 2.— Thoroughly cured red herrings, limpets, cockles, and mussels. All other fish, thoroughly salted or dried (except dried cod and ling, such, when sent by goods train, to be carried under the ordinary goods classification). Sprats, in any state, by goods trains only. |
| 3 | 4 8 | 4 8 | 5 11 | 7 10 | 95 - | 90 - | 75 - | | | |
| 4 | 4 11 | 4 8 | 6 2 | 8 1 | 106 8 | 95 - | 85 - | - | - | Class 4.— Salmon, in boxes, and soles, oysters, lobsters and shell fish, not otherwise classified. |
| 5 | 4 8 | 4 8 | 5 11 | 6 7 | 90 - | - | 70 - | 30 - | - | Class 5.— Fresh fish, of all descriptions, not otherwise classified, including salmon in hampers, prawns, and shrimps. |
| 6 | 4 8 | 4 8 | 5 11 | 6 7 | 90 - | { Sprats by passenger trains, 65 s. } | 70 - | 30 - | 40 - | Classes 1 and 2.— To be sent by goods trains. If specially ordered by passenger trains, to be charged at third-class passenger train rate. |
| 7 | 4 9 | 4 9 | 6 - | 7 - | - | - | - | - | - | Classes 3 and 4.— To be sent by goods or passenger trains, as may be arranged by the sending company. Carriage to be prepaid, except when otherwise specially arranged. |
| 8 | 4 6 | 4 6 | 5 5 | 6 - | - | - | - | - | - | Class 5.— To be sent by passenger trains only. Carriage to be prepaid, except when otherwise specially arranged. |
| 9 | 4 8 | 4 8 | 5 11 | 6 11 | { - | - | - | - | - | |
| 10 | 4 5 | 4 5 | 5 4 | 5 11 | | - | - | - | - | |
| 11 | 4 8 | 4 8 | 5 11 | 6 11 | { - | - | - | - | - | |
| 12 | 4 5 | 4 5 | 5 4 | 5 11 | | - | - | - | - | |
| 13 | 4 11 | 4 8 | 6 2 | 7 2 | { Cockles, passenger train, 50 s. } | - | - | { Glasgow, 25 s. - } | | |
| 14 | 4 8 | 4 5 | 5 7 | 6 2 | | - | - | | | |
| 15 | 4 1 | 4 1 | 5 4 | 5 11 | { - | - | - | - | - | |
| 16 | 3 2 | 3 2 | 4 5 | 5 4 | | - | - | - | - | |
| 17 | 4 1 | 4 1 | 5 4 | 5 11 | { Cod and ling, Leith, 22 s. 6 d. 3-ton lots } | { Sprats, 60 s. } | - | - | 39 s | |
| 18 | 3 5 | 4 1 | 5 4 | 5 11 | | | - | - | - | |

Class 1.—
Thoroughly cured cod and ling, in brine.
Thoroughly cured white herring, in brine.
Whelks and periwinkles.

Class 2.—
Thoroughly cured red herrings, limpets, cockles, and mussels. All other fish, thoroughly salted or dried (except dried cod and ling, such, when sent by goods train, to be carried under the ordinary goods classification).
Sprats, in any state, by goods trains only.

Class 3.—
Herrings, in any state except as provided for in Classes 1 and 2.
Findon haddocks.
Kipperd salmon.
Crabs, fresh cod, ling, haddocks, whiting, skate, halibut, mackerel, plaice, and coal fish.
Eels.
Flounders.
Sprats, in any state, by passenger train only.

Class 4.—
Salmon, in boxes, and soles, oysters, lobsters and shell fish, not otherwise classified.

Class 5.—
Fresh fish, of all descriptions, not otherwise classified, including salmon in hampers, prawns, and shrimps.

Classes 1 and 2.—
To be sent by goods trains. If specially ordered by passenger trains, to be charged at third-class passenger train rate.

Classes 3 and 4.—
To be sent by goods or passenger trains, as may be arranged by the sending company. Carriage to be prepaid, except when otherwise specially arranged.

Class 5.—
To be sent by passenger trains only. Carriage to be prepaid, except when otherwise specially arranged.

Oban, respectively, 1 d. per cwt. must be added for pier dues.

0.54.

N N 4

Appendix, No. 69.

PAPERS handed in by Mr. Barclay, in reply to Mr. Findlay's Evidence.

COMPARISON of RATES on COAL charged by the Maryport and Carlisle Railway Company with those charged in other Districts with which West Cumberland has to compete.

MARYPORT and CARLISLE RAILWAY (in Company's Waggon's).

| | Distance. | Rate. | Per Ton per Mile. |
|------------------------------------|-----------|------------|-------------------|
| Dearham to Maryport Dock - - - - - | 3 miles. | 10 d. | 3½ d. |
| Rosegill to " " - - - - - | 4 " | 11½ d. | 3 d. |
| Bullgill to " " - - - - - | 5 " | 1 s. 2½ d. | 2¾ d. |
| Brayton to " " - - - - - | 10 " | 1 s. 6 d. | 1½ d. |
| Allhallows to " " - - - - - | 12 " | 1 s. 7 d. | 1½ d. |

SOUTH WALES.—Maximum Rates Chargeable (in Companies' Waggon's) on following Railways:—

| | | |
|---|--------------------|------------------------|
| Aberdare Railway - - - - - | 3 miles and over - | 1 d. per ton per mile. |
| Swansea Vale Railway - - - - - | 3 " " - | 1½ d. " " |
| Monmouthshire Railway - - - - - | 4 " " - | 1 d. " " |
| Rhymney Railway - - - - - | 4 " " - | 1½ d. " " |
| Sirhowy Railway - - - - - | 4 " " - | 1½ d. " " |
| Taff Vale and Ely Railway - - - - - | 4 " " - | 1½ d. " " |
| Taff Vale (East Dock) Railway - - - - - | 6 " " - | 1 d. " " |
| Vale of Neath Railway - - - - - | 6 " " - | 1½ d. " " |

WEST of SCOTLAND.—(Presumed in Company's Waggon's.)

| | |
|--|----------------------------------|
| By G. & S. W. Railway to Ayr Harbour - - - | 8 d. per ton for 6 or 7 miles. |
| " " " " - - - | 1 s. -½ d. per ton for 10 miles. |
| " " to Troon Harbour - - - | 1 s. -½ d. " 10 " |
| " " " " - - - | 1 s. 1½ d. " 11 " |
| " " " " - - - | 1 s. 3 d. " 12 " |

WEST LANCASHIRE.

From Wigan District to Garston, Runcorn, and Widnes (*see* Mr. Hewlett's Evidence), 24 miles, 1 *s.* 2 *d.* per ton. If in Owners' Waggon, add 3 *d.*, making 5 *s.* 3 *d.* in Company's Waggon.

LANDSALE RATES.

Maryport and Carlisle Railway.

Brayton to Carlisle, 21 miles - - - - 2 *s.* 2 *d.* per ton.

GLASGOW and SOUTH WESTERN RAILWAY.

Auchinleck to Carlisle - - - 78 miles, 4 *s.* 1½ *d.* per ton.

N.B.—These rates were ascertained in 1878.

Brigham Hill, Carlisle,
18 July 1881.

W. Fletcher.

LETTER from Mr. John Brown to Mr. Barclay, M.P.

CANNOCK CHASE RAILWAY COLLIERY COMPANY.

General Manager's Office,
56, Union-passage, New-street,
Birmingham, 16 July 1881.

Sir,

I AM obliged to you for sending me that part of Mr. Findlay's evidence bearing upon the mileage and charges from Anglesey Siding to Wolverhampton, &c.

My reply to each question raised is as follows:—

I dispute the 1½ *d.* rate, which includes waggons, and, as the railway company refuse to supply them they are not entitled to charge for them.

Special Acts allow 1 *s.* 4 *d.* per ton per mile for waggons.

I dispute the rate *viâ* Bescot, because it is not the shortest, that *viâ* Walsall being 12½ miles only.

I dispute the terminal charge of 3 *d.* per ton on coals, as they do no terminal work, and on reference to the special Acts you will find it is unauthorised.

I dispute the six-mile minimum on Birmingham, Wolverhampton, and Dudley, and West Midland Railways, because the special Acts fix the minimum at two miles on coal only, Clause 29, 9 & 10 Vict., 1846.

I dispute the route *viâ* Sedgeley Junction, because it is not the shortest, nor is it the route the coal travels; the proper route is *viâ* Wednesbury Junction.

I am, &c.
(signed) John Brown.

Appendix, No. 70.

PAPER handed in by the *Chairman*.TOTAL QUANTITY of Hops Imported at Principal Ports in *England* and *Wales* in each of the Years 1877, 1878, 1879, and 1880.

| Years. | London. | Dover. | Folkestone. | Rochester, including Queen- borough. | Liverpool. | Bristol. | Hull. | Newcastle. | Southampton. | Newhaven. | Harwich. | Goole. | Grimsby. | Hardlepool. | Total Imported into the United Kingdom. |
|--------|---------|--------|-------------|---|------------|----------|--------|------------|--------------|-----------|----------|--------|----------|-------------|---|
| Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. |
| 1877 - | 186,858 | 214 | 2,114 | - | 67,743 | 2,493 | 6,624 | 874 | 2,122 | 858 | - | 447 | 5,540 | 344 | 250,039 |
| 1878 - | 63,133 | 308 | 853 | 8,154 | 59,955 | 3,078 | 2,630 | 676 | 4,987 | 2,248 | - | 958 | 4,020 | 822 | 108,334 |
| 1879 - | 131,986 | 654 | 1,771 | 16,116 | 68,229 | 3,988 | 9,778 | 1,036 | 13 | 6,547 | 6,861 | 1,013 | 3,175 | 243 | 262,765 |
| 1880 - | 83,875 | 1,120 | 3,691 | 40,104 | 26,000 | 832 | 11,489 | 903 | 66 | 4,287 | 5,948 | 1,138 | 1,807 | 168 | 195,987 |

Statistical and Commercial Department, Board of Trade,
7 July 1881.

Appendix, No. 71.

PAPERS handed in by Mr. Light.

TABLE showing the Legal Time of Transit, including Day of Collection and Day of Delivery, of Merchandise by GOODS TRAINS on the FRENCH RAILWAYS.

| Distance. | | | | | Time of Transit, including Day of Collection and Day of Delivery. | | | |
|---------------|-----|---|---|---|---|---|---|-----|
| <i>Miles.</i> | | | | | <i>Days.</i> | | | |
| 1 to | 94 | - | - | - | - | - | - | 4. |
| 95 „ | 172 | - | - | - | - | - | - | 5. |
| 173 „ | 250 | - | - | - | - | - | - | 6. |
| 251 „ | 328 | - | - | - | - | - | - | 7. |
| 329 „ | 406 | - | - | - | - | - | - | 8. |
| 407 „ | 484 | - | - | - | - | - | - | 9. |
| 485 „ | 562 | - | - | - | - | - | - | 10. |
| 563 „ | 641 | - | - | - | - | - | - | 11. |
| 642 „ | 719 | - | - | - | - | - | - | 12. |
| 720 „ | 797 | - | - | - | - | - | - | 13. |
| 798 „ | 875 | - | - | - | - | - | - | 14. |

The above scale only applies to goods carried over one line of railway.

When goods have to pass over the lines of two separate companies, then one day is allowed for transfer at the junction. In the case of the Ceinture of Paris, two days are allowed.

EXAMPLES.

| <i>Miles.</i> | | | <i>Days.</i> | <i>Miles.</i> | | | <i>Days.</i> |
|---------------|-------------------|-------|--------------------------|---------------|-----|-------------------------|------------------------------------|
| 169 | Boulogne to Moret | - | Transit - - | 3 | 181 | Manchester to Tunbridge | Including collection and delivery. |
| | <i>vid</i> | | Delay - - | 1 | | <i>vid</i> | |
| | | | Ceinture, Paris - | 2 | | | |
| 41 | Paris | - - - | Collection and delivery. | 2 | 27 | London - - - | |
| 210 | | | | 8 | 208 | | 3 |

PARIS and BOULOGNE.

DIFFERENCE between Local and Export Rates.

| 14 July 1881. | Class. | | Paris and Boulogne. | | Paris and Boulogne. | |
|----------------------------|---------|--------|---------------------|--------------|---------------------|--------------|
| ARTICLES. | Export. | Local. | Home Consumption. | | Import and Export. | |
| | | | <i>Fr. c.</i> | <i>s. d.</i> | <i>Fr. c.</i> | <i>s. d.</i> |
| Articles de Paris - - | 1 | 1 | 40 30 | 32 8 | 30 00 | 24 - |
| Wood for furniture - - | 4 | 1 | 40 30 | 32 8 | 20 00 | 16 - |
| Hemp, pressed bales - - | 4 | 3 | 28 70 | 23 - | 20 00 | 16 - |
| Chestnuts - - - - | 6 | 2 | 33 70 | 26 11 | 15 00 | 12 - |
| Boots and shoes - - - | 1 | 1 | 40 30 | 32 8 | 30 00 | 24 - |
| Rags, pressed bales - - | 7 | 4 | 23 60 | 18 11 | 12 00 | 9 8 |
| Wine, in casks - - - | 5 | 3 | 28 70 | 23 - | 18 00 | 14 5 |
| Chocolate - - - - | 2 | 1 | 40 30 | 32 8 | 26 00 | 20 10 |
| Brandy - - - - | 2 | 2 | 33 70 | 26 11 | 26 00 | 20 10 |
| Conserves - - - - | 1 | 1 | 40 30 | 32 8 | 23 00 | 18 5 |
| Ditto in oil or vinegar | 3 | 1 | 40 30 | 32 8 | 23 00 | 18 5 |
| Paper hangings - - | 5 | 2 | 33 70 | 26 11 | 18 00 | 14 5 |
| Cotton, in pressed bales - | 4 | 3 | 28 70 | 23 - | 20 00 | 16 - |
| Earthenware - - - | 4 | 3 | 28 70 | 23 - | 20 00 | 16 - |
| Dried fruits - - - | 5 | 1 | 40 30 | 32 8 | 18 00 | 14 5 |
| Gloves - - - - | 1 | 1 | 40 30 | 32 8 | 30 00 | 24 - |
| Wool - - - - | 2 | 2 | 33 70 | 26 11 | 26 00 | 20 10 |
| Machinery - - - | 4 | 1 | 40 30 | 32 8 | 20 00 | 16 0 |
| Eggs - - - - | 2 | 1 | 40 30 | 32 8 | 26 00 | 20 10 |

Appendix, No. 72.

PAPERS handed in by Mr. Scott.

LONDON AND SOUTH WESTERN RAILWAY.

RETURN showing the Receipt per Train Mile for Goods and Mineral Traffic for the Years 1851, 1860, 1870, and 1880.

| YEARS. | Miles Open. | Gross Receipts for Goods, Minerals, and Live Stock. | Goods and Mineral, Train Miles. | Receipt per Train Mile Run. |
|--------------|-------------|---|---------------------------------|-----------------------------|
| | | £. | | s. d. |
| 1851 - - - - | 242 | 121,619 | 346,661 | 7 - |
| 1860 - - - - | 389 | 239,376 | 1,113,791 | 4 7½ |
| 1870 - - - - | 541 | 495,378 | 1,744,663 | 5 8 |
| 1880 - - - - | 735 | 850,882 | 2,778,028 | 6 1½ |

RETURN showing the Gross Receipts for all Traffic, Passengers as well as Goods and Minerals; the Total Number of Train Miles Run; the Receipts per Train Mile, inclusive of all Traffic; and the Expenses per Train Mile upon the whole, for the Years 1851, 1860, 1870, and 1880.

| YEARS. | Gross Receipts for all Traffic. | Total Number of Train Miles Run. | Receipt per Train Mile. | Expenses per Train Mile. |
|--------------|---------------------------------|----------------------------------|-------------------------|--------------------------|
| | £. | | s. d. | s. d. |
| 1851 - - - - | 662,916 | 2,053,963 | 6 5½ | 2 6 |
| 1860 - - - - | 1,041,808 | 3,969,991 | 5 2½ | 2 6¾ |
| 1870 - - - - | 1,772,663 | 6,415,316 | 5 6½ | 2 10½ |
| 1880 - - - - | 2,693,491 | 9,450,105 | 5 8½ | 3 -½ |

The extra working cost in 1880 of 2½d., as compared with 1870, on the train mileage of year 1880, is equal to an increased working cost in the year of 83,627l.

23 April 1881.

STATEMENT showing the Number of Tons of Goods and Mineral Traffic carried by the London and South Western Railway Company during the Years 1875 to 1880, inclusive.

| YEARS. | Goods. | Minerals. | TOTAL. |
|--------------|-----------|-----------|-----------|
| | Tons. | Tons. | Tons. |
| 1875 - - - - | 1,168,392 | 1,053,800 | 2,222,192 |
| 1876 - - - - | 1,268,929 | 1,135,967 | 2,404,896 |
| 1877 - - - - | 1,343,202 | 1,178,914 | 2,522,170 |
| 1878 - - - - | 1,354,718 | 1,212,581 | 2,567,299 |
| 1879 - - - - | 1,363,675 | 1,545,623 | 2,909,298 |
| 1880 - - - - | 1,441,968 | 1,622,290 | 3,064,258 |

Audit Department, 114, Waterloo-road.

E. E. C. Harvey.

RATES for Packed and Artificial Manure.

| Miles. | From NINE ELMS to | In not less than 4-Ton Lots. | In not less than 2-Ton Lots. |
|--------|-----------------------|---------------------------------|---------------------------------|
| | | s. d. | s. d. |
| 10 | Brentford - - - - - | 2 6 | 3 4 |
| 18 | Staines - - - - - | 3 4 | 3 11 |
| 23 | Woking - - - - - | 3 4 | 4 5 |
| 31 | Bracknell - - - - - | 5 - | 5 10 |
| 42 | Haslemere - - - - - | 6 - | 6 10 |
| 54 | Petersfield - - - - - | 6 8 | 7 6 |
| 59 | Rogate - - - - - | 7 6 | 8 - |
| 66 | Havant - - - - - | 7 6 | 8 10 |
| 48 | Alton - - - - - | 6 8 | 7 5 |
| 57 | Alresford - - - - - | 7 6 | 8 4 |
| 38 | Winchfield - - - - - | 6 4 | 6 4 |
| 47 | Basingstoke - - - - - | 6 8 | 7 6 |
| 65 | Winchester - - - - - | 7 6 | 8 9 |
| 83 | Fareham - - - - - | 7 6 | 9 4 |
| 79 | Romsey - - - - - | 8 4 | 9 2 |
| 83 | Salisbury - - - - - | 8 4 | 8 4 |
| 100 | Semley - - - - - | 9 2 | 10 - |
| 105 | Gillingham - - - - - | 10 - | 10 10 |
| 117 | Sherborne - - - - - | 10 - | 11 6 |
| 132 | Crewkerne - - - - - | 11 8 | 12 4 |
| 155 | Honiton - - - - - | 11 8 | 13 6 |
| 171 | Exeter - - - - - | 11 8 | 13 4 |
| 197 | Okehampton - - - - - | 15 - | 16 6 |
| 196 | Eggesford - - - - - | 13 4 | 16 6 |
| 103 | Ringwood - - - - - | 9 2 | 10 - |
| 119 | Wareham - - - - - | 9 2 | 11 7 |

EXPENDITURE at NINE ELMS GOODS STATION for the Year 1880.

| | £. | s. | d. |
|--|----------------|----------|----------|
| For Salaries of Superintendents, Clerks, and for Labour (exclusive of Cartage Department and Goods Manager's Offices) - - - | 55,624 | - | - |
| For Police - - - - - | 3,640 | - | - |
| For Clothing - - - - - | 1,470 | 15 | 6 |
| For Coal - - - - - | 962 | 9 | - |
| For Water - - - - - | 613 | 15 | 8 |
| For Gas - - - - - | 2,711 | 17 | 2 |
| For General Stores - - - - - | 2,004 | 15 | 10 |
| For Shunting Horses - - - - - | 3,840 | - | - |
| For Maintenance of Goods Stations, Sidings, Cranes, Yard, &c., say | 6,000 | - | - |
| For Shunting Engines - - - - - | 5,269 | 8 | 6 |
| For Rates and Taxes, say - - - - - | 4,000 | - | - |
| For Stationery - - - - - | 2,000 | - | - |
| For Estimated Rental - - - - - | 18,000 | - | - |
| TOTAL - - - - £. | 106,137 | 1 | 8 |

Total Tonnage per Year :—

Exclusive of Mineral Traffic - - - - - 626,883 tons.

Inclusive of Mineral Traffic - - - - - 744,883 tons.

Average Cost per Ton on 744,883 tons - - - - - 2 s. 10½ d. per ton.

Or, excluding Estimated Rental - - - - - 2 s. 4½ d. per ton.

DEAD MEAT.

THE following List will give generally the Rates actually charged from the principal sending Stations for Meat to London. All the Rates include Collection and Delivery.

Special Rates for Dead Meat from the following Stations to London :—

| Miles. | From | Rate charged per Ton. | Reducing these by say, 10 s. per Ton for Cartage, the Rates may be stated as | While the Maximum Toll of 5 d. would be |
|--------|------------------------|--------------------------|--|---|
| | | s. d. | s. d. | s. d. |
| 104 | Gillingham - - - | 37 6 | 27 6 | 43 4 |
| 137 | Dorchester - - - | 40 - | 30 - | 57 1 |
| 130 | Crewkerne - - - | 45 - | 35 - | 54 2 |
| 170 | Exeter - - - | 55 - | 45 - | 70 10 |
| 177½ | Crediton - - - | 55 - | 45 - | 73 10 |
| 184 | Copplestone - - - | 55 - | 45 - | 75 10 |
| 189 | Lapford - - - | 55 - | 45 - | 78 9 |
| 209½ | Barnstaple - - - | 55 - | 45 - | 87 3 |
| 192 | Sampford Courtenay - - | 55 - | 45 - | 80 - |
| 206 | Holsworthy - - - | 58 4 | 48 4 | 85 10 |

Dealing with the Rates given in Table (No. 2) handed in on 17th March.
Rates per Table.

| Miles. | From LONDON to | — | Deduct for Cartage, say, | Leaves. | While 5 s. per Ton per Mile would be |
|--------|-----------------------|---------------|--------------------------------|---------|--|
| | | s. d. | s. d. | s. d. | s. d. |
| 46½ | Basingstoke (C. D.) - | 25 - | 10 - | 15 - | 19 3 |
| 25 | Windsor (C. D.) - | 19 2 | 10 - | 9 2 | 10 5 |
| 9 | Richmond (C. D.) - | 11 8 | 10 - | 1 8 | 3 9 |
| 11 | Surbiton (C. D.) - | 8 4 in Table. | | | |
| | But should be | 12 6 | 10 - | 2 6 | 4 7 |

WESTERN RAILWAY COMPANY OF FRANCE.

Terminal Charges, page 901, 1st Chapter, 3rd Section, Article 14.

The terminal charges on goods of any kind are as follows :—

f. c.

1 50 per ton for all goods carried without any condition as to tonnage.

1 - for all goods named either in the general rates or special rate, if carried in waggon loads of 4,000 kilos. or more, or by an equivalent weight; the weight being by indivisible fractions of 10 kilos.; the charges being made up as under :—

| | f. c. |
|--|-------|
| 1st. Charge for loading at departure station - - - | 40 |
| 2nd. Ditto unloading at arrival station - - - | 40 |
| 3rd. Stations charge outwards - - - | 35 |
| 4th. - Ditto - inwards - - - | 35 |

For goods conveyed by waggon load of 4,000 kilos. and above, or by equivalent weight :—

| | f. c. |
|--|-------|
| 1st. Charge for loading at departure station - - - | 30 |
| 2nd. Ditto unloading at arrival station - - - | 30 |
| 3rd. Station charges outwards - - - | 20 |
| 4th. - Ditto - inwards - - - | 20 |

The charges above named are applicable, whatever may be the mode or means of loading and unloading (manual labour, crane, shut, level, or tipping, &c.).

RATES.—Havre to Paris.

| General Tariff Rates. | | | Special Tariff Rates. | |
|---|---------------------------------------|-------------|-----------------------|--|
| Rates shown in Tariff. | Loading and Unloading, and Terminals. | TOTAL Rate. | Special Tariff Rates. | |
| | | | Special Tariff Rates. | |
| These rates all include loading, unloading, and station terminals: Special tariff, No. 24ter, p. 941, 28 frs. per 1,000 kilos. O.R., no less charge than as for 100 kilos. | | | | |
| Needles. — Tarif général - 1st serie, page 907 | | | | |
| Candles - " - 2nd " | | | | |
| Cocoa and } Coffee - " - 4th " | | | | |
| Horns and hoofs " - 5th " 5-ton lots | | | | |
| Earthenware " - 4th " | | | | |
| " comm. in cks or ctes., 5th " | | | | |
| Cutlery - " - 1st " | | | | |
| India-rubber, rough - 4th " | | | | |
| " " worked - 1st " | | | | |
| Cocoa nuts.—Tarif général - 4th " | | | | |
| Jute, pressed " - 4th " | | | | |
| Mineral waters " - 3rd } | | | | |
| Ditto - at O.R. - 4th " | | | | |
| Ditto - " - ½ ton lots, 5th " | | | | |
| Gum - " - " - 2nd " | | | | |

Appendix, No. 73.

PAPERS handed in by Mr. Findlay, 11 July 1881.

TABLES of Comparative RATES from LIVERPOOL and other PORTS, submitted by the Railway Companies.

S. to S. means Station to Station. Not carted at either end. C. & D. means collected and delivered.
 Coll'd. means collected. Deld. means delivered.

No. 1.—Giving Rates from other Ports referred to in Liverpool Report, and Rates for similar Traffic for similar Distances from Liverpool, showing that Liverpool has Rates quite as favourable as the other Ports.

T I M B E R.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|-------------|--------------|-------------------------------|----------------|---------------|---------------|-------------------------------|----------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Barrow - - | Manchester - | 87 | 10 - S. to S. | Liverpool - - | Lichfield - - | 87 | 10 - S. to S. |
| Grimsby - - | Oldham - - | 96 | 13 4 „ | Ditto - - | York - - | 102 | 12 6 „ |

G R A I N.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|-------------|--------------|-------------------------------|--------------------------------------|---------------|---------------|-------------------------------|----------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Hull - - - | Preston - - | 112 | 15 - S. to S. | Liverpool - - | Carlisle - - | 117 | 10 8 Coll'd. |
| Barrow - - | Manchester - | 87 | 10 - „ | Ditto - - | Conway - - | 82 | 8 2 „ |
| Hull - - - | - ditto - - | 90 | 13 4 „ | Ditto - - | Burton - - | 88 | 12 6 „ |
| Avonmouth - | - ditto - - | 194 | 15 10 „ | Ditto - - | Cambridge - | 194 | 16 6 „ |
| London - - | - ditto - - | 182 | 18 4 „ | Ditto - - | Huntingdon - | 174 | 15 6 „ |
| Avonmouth - | Leeds - - | 209 | 17 6 „ | Ditto - - | Glasgow - - | 220 | 17 8 „ |
| London - - | - ditto - - | 185 | 13 4 „ | Ditto - - | Swansea - - | 191 | 13 4 „ |
| Fleetwood - | Birmingham - | 125 | 12 6 Deld. | Ditto - - | Aberystwith - | 143 | 12 6 „ |
| Avonmouth - | - ditto - - | 97 | 10 4 „ | Ditto - - | Bangor - - | 96 | 9 - „ |
| London - - | - ditto - - | 111 | 13 10 „ | Ditto - - | Coventry - - | 114 | 11 8 „ |
| | | | Also Coll'd. by barge in 5-ton lots. | | | | |

C O T T O N.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|-------------|--------------|-------------------------------|----------------|---------------|--------------|-------------------------------|----------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Barrow - - | Manchester - | 87 | 11 6 S. to S. | Liverpool - - | Nuneaton - - | 105 | 15 - S. to S. |
| Avonmouth - | - ditto - - | 194 | 20 - „ | Ditto - - | Glasgow - - | 220 | 18 - „ |
| London - - | - ditto - - | 182 | 25 - Coll'd. | Ditto - - | Leith - - | 215 | 18 2 Coll'd. |
| Barrow - - | Stockport - | 97 | 11 6 S. to S. | Ditto - - | Coventry - - | 114 | 15 - S. to S. |
| Avonmouth - | - ditto - - | 191 | 26 8 C. & D. | Ditto - - | London - - | 200 | 25 - C. & D. |
| London - - | - ditto - - | 177 | 25 - Coll'd. | Ditto - - | Lanark - - | 196 | 17 6 Coll'd. |

SALT PROVISIONS.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|-----------|--------------|--|-------------------|-----------|-------------------|--|-------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Avonmouth | - Leeds | 209 | 24 2 C. & D. | Liverpool | - Edinboro' | 216 | 24 10 C. & D. |
| London | - ditto | 185 | 27 6 " | Ditto | - Cardiff | 180 | 21 6 " |
| Barrow | - Manchester | 87 | 12 6 S. to S. | Ditto | - Bangor | 96 | 15 10 S. to S. |
| Avonmouth | - ditto | 194 | 24 2 C. & D. | Ditto | - Berwick | 217 | 10 10 " |
| London | - ditto | 182 | 27 6 " | Ditto | - Newcastle, N.E. | 174 | 26 6 C. & D. |
| Hull | - ditto | 90 | 21 8 " | Ditto | - Tamworth | 91 | 21 6 " |
| Avonmouth | - Birmingham | 97 | 17 6 " | Ditto | - Portmadoc | 127 | 18 2 " |
| London | - ditto | 111 | 28 4 " | Ditto | - York | 102 | 17 4 " |
| Hull | - ditto | 135 | 25 - " | Ditto | - Driffild | 135 | 21 6 " |
| | | | | | | | 24 10 " |

SUGAR.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|----------|--------------|--|-------------------|-----------|-------------------|--|-----------------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Bristol | - Birmingham | 90 | 14 2 C. & D. | Liverpool | - Bangor | 96 | 12 4 C. & D. |
| London | - ditto | 111 | 20 - " | Ditto | - Worcester | 117 | 19 10 " |
| Greenock | - ditto | 318 | 25 - " | Ditto | - Aberdeen | 358 | 28 2 " |
| Bristol | - Manchester | 173 | 16 8 S. to S. | Ditto | - Swansea | 191 | 15 10 S. to S. |
| London | - ditto | 182 | 22 6 C. & D. | Ditto | - Newcastle, N.E. | 174 | 21 6 C. & D. |
| Greenock | - ditto | 244 | 16 8 S. to S. | Ditto | - Greenock | 241 | 16 8 S. to S. |
| Bristol | - Leeds | 202 | 22 6 C. & D. | Ditto | - Edinboro' | 216 | 21 6 C. & D. |
| London | - ditto | 185 | 22 6 " | | Raw for Refiners. | | 17 6 S. to S., [4 tons.] |
| Greenock | - ditto | 237 | 25 - " | Ditto | - Cardiff | 180 | 21 6 C. & D. |
| | | | | Ditto | - Perth | 266 | 15 10 S. to S. |
| | | | | | | | 26 6 C. & D. |

ORANGES.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|---------|--------------|--|-------------------|-----------|-----------|--|-------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Bristol | - Birmingham | 90 | 17 6 C. & D. | Liverpool | - Barrow | 84 | 16 6 C. & D. |
| Ditto | - Leeds | 202 | 30 - " | Ditto | - Glasgow | 220 | 21 6 " |

WOOL.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|---------|------------|--|-------------------|-----------|--------------------|--|-------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| London | - Leeds | 185 | 37 6 C. & D. | Liverpool | - Kilmarnock | 209 | 26 6 C. & D. |
| Ditto | - Rochdale | 193 | 37 6 " | Ditto | - Bradford (Wilts) | 213 | 33 2 " |
| Hull | - ditto | 88 | 21 8 " | Ditto | - Ilkley | 90 | 21 6 " |

FINE GOODS.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|-------------|--------------|--|--------------------------------|-----------|---------------|--|---------------------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Manchester | - Hull | 90 | 20 - C. & D. | Liverpool | - Coventry | 114 | 22 4 C. & D. |
| Leeds | - London | 185 | 35 - " | Ditto | - Lanark | 196 | 29 - " |
| Manchester | - ditto | 182 | 25 - " | Ditto | - Bristol | 186 | 24 - " |
| Bristol | - Leeds | 202 | 37 6 " | Ditto | - Paisley | 225 | 29 - " |
| Ditto | - Manchester | 173 | Town 35 - Ship 25 - " | Ditto | - Cardiff | 180 | Town 34 10 Ship 26 6 " |
| Southampton | - Leeds | 255 | 35 - " | Ditto | - Perth | 266 | 29 - " |
| Ditto | - Manchester | 234 | 25 - " | Ditto | - Southampton | 235 | 25 - " |

IRON—UNDAMAGEABLE.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|-----------|-----------------|--|-------------------|-----------|-----------------|--|-------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Avonmouth | - Wigan | 195 | 16 8 S. to S. | Liverpool | - Merthyr | 173 | 10 10* S. to S. |
| Ditto | - Wednesbury | 107 | 10 - Colld. | Ditto | - Kidderminster | 102 | 11 6* Colld. |
| Ditto | - Wolverhampton | 109 | 10 - " | Ditto | - Stourport | 108 | 11 6* " |
| London | - Wednesbury | 122 | 15 - C. & D. | Ditto | - Parton | 123 | 10 - S. to S. |
| Ditto | - Wolverhampton | 125 | 15 - " | Ditto | - Workington | 128 | 10 10 " |

* Including delivery alongside Ship in Liverpool, in 10 ton lots.

COPPER ORE.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|---------|--------------|--|-------------------|-----------|--------------------|--|-------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Swansea | - Birmingham | 135 | 10 10 S. to S. | Liverpool | - Newcastle, N. E. | 174 | 12 6 S. to S. |

COPPER—BAR.

| BETWEEN | | Distances by Shortest Routes. | Rates per Ton. | BETWEEN | | Distances by Shortest Routes. | Rates per Ton. |
|---------|--------------|--|-------------------|-----------|--------------------|--|----------------------|
| | | Miles. | s. d. | | | Miles. | s. d. |
| Swansea | - Birmingham | 135 | 16 8 C. & D. | Liverpool | - Newcastle, N. E. | 174 | 18 2 C. & D. Ship |

Note.—To complete the comparison 1 s. 6 d. has been added to the Liverpool Rates for Cartage, in cases where the Rates from other Ports are C. and D.

No. 2.—Showing Rates from Liverpool referred to in Liverpool Report, and Rates for similar Traffic for similar Distances from other Ports, showing that Liverpool has Rates quite as favourable as the other Ports.

T I M B E R.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | BARROW. | Distances by Shortest Routes. | Rates per Ton. |
|------------------|-------------------------------------|----------------|------------------|-------------------------------------|----------------|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Preston - - - - | 28 | 6 3 S. to S. | Milnthorpe - - - | 31 | 6 8 S. to S. |
| Manchester - - - | 31 | 7 11 " | Lancaster - - - | 36 | 6 8 " |
| Leeds - - - - | 75 | 10 - " | Carlisle - - - | 82 | 10 10 " |
| Oldham - - - - | 46 | 9 2 " | Windermere - - - | 43 | 8 4 " |
| FLEETWOOD. | Distances by Shortest Routes. | Rates per Ton. | GRIMSBY. | Distances by Shortest Routes. | Rates per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Garstang - - - - | 29 | 7 6 S. to S. | Northorpe - - - | 28 | 5 10 S. to S. |
| Bay Horse - - - | 35 | 7 6 " | Kealby - - - - | 32 | 5 - " |
| Windermere - - - | 70 | 10 - " | Penistone - - - | 74 | 10 - " |
| Atherton - - - - | 42 | 9 2 " | Lincoln - - - - | 46 | 7 6 " |

G R A I N.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | BARROW. | Distances by Shortest Routes. | Rates per Ton. |
|-------------------|-------------------------------------|----------------|-----------------------|-------------------------------------|----------------|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Preston - - - - | 28 | 6 8 Collid. | Milnthorpe - - - | 31 | 8 4 S. to S. |
| Manchester - - - | 31 | 7 4 " | Lancaster - - - | 36 | 5 10 " |
| Leeds - - - - | 75 | 10 6 " | Carlisle - - - | 82 | 9 10 " |
| Birmingham - - - | 96 | 12 6 C. & D. | Wakefield - - - | 104 | 11 8 " |
| FLEETWOOD. | Distances by Shortest Routes. | Rates per Ton. | HULL. | Distances by Shortest Routes. | Rates per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Coppull - - - - | 29 | 6 8 S. to S. | Fimber - - - - | 29 | 5 5 4 tons. |
| Blackburn - - - | 31 | 7 6 " | Stamford Bridge - - - | 34 | 7 6 2 " |
| Tebay - - - - | 72 | 10 10 " | Saddleworth - - - | 80 | 6 8 S. to S. |
| Sheffield - - - - | 96 | 10 6 4 tons " | Derby - - - - | 93 | 12 6 " |
| | | 12 6 " " | | | 10 10 " |

C O T T O N.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | BARROW. | Distances by Shortest Routes. | Rates per Ton. |
|------------------|-------------------------------------|----------------|---------------------|-------------------------------------|----------------|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Preston - - - - | 28 | 10 - Deld. | Bootle (Fur.) - - - | 27 | 7 6 C. & D. |
| Manchester - - - | 31 | 10 6 " | Carnforth - - - | 29 | 9 4 " |
| Stockport - - - | 36 | 10 3 " | Sellafield - - - | 37 | 8 4 " |
| FLEETWOOD. | Distances by Shortest Routes. | Rates per Ton. | GARSTON. | Distances by Shortest Routes. | Rates per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Chorley - - - - | 29 | 9 2 Deld. | Bolton - - - - | 30 | 9 2 Deld. |
| Blackburn - - - | 31 | 11 10 " | Horwich - - - - | 31 | 11 8 " |
| Accrington - - - | 37 | 12 6 S. to S. | Bury - - - - | 38 | 10 10 " |
| AVONMOUTH. | Distances by Shortest Routes. | Rates per Ton. | LONDON. | Distances by Shortest Routes. | Rates per Ton. |
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Witham - - - - | 39 | 11 8 C. & D. | Berkhampstead - - - | 27 | 14 2 C. & D. |
| Dovizes - - - - | 42 | 11 8 " | Tring - - - - | 31 | 14 2 " |
| | | | Leighton - - - - | 39 | 15 - " |

SALT PROVISIONS.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | BARROW. | Distances by Shortest Routes. | Rates per Ton. | AVONMOUTH. | Distances by Shortest Routes. | Rates per Ton. |
|----------------|-------------------------------------|-------------------|---------------|-------------------------------------|-------------------|-------------|-------------------------------------|-------------------|
| | Miles. | s. d. | | Miles. | s. d. | | Miles. | s. d. |
| Leeds - - - | 75 | 19 10 C. & D. | Carlisle - - | 82 | 18 4 C. & D. | Oxford - - | 84 | 20 10 C. & D. |
| Manchester - - | 31 | 13 6 " | Lancaster - - | 36 | 12 6 " | Devizes - - | 41 | 14 2 " |
| Birmingham - | 96 | 22 4 " | Wakefield - - | 104 | 26 8 " | Ludlow - - | 97 | 24 2 " |

| LONDON. | Distances by Shortest Routes. | Rates per Ton. | HULL. | Distances by Shortest Routes. | Rates per Ton. |
|------------------|-------------------------------------|-------------------|-------------------|-------------------------------------|-------------------|
| | Miles. | s. d. | | Miles. | s. d. |
| Banbury - - - - | 77 | 24 2 C. & D. | Marston - - - - | 75 | 18 4 C. & D. |
| Tring - - - - | 31 | 15 10 " | Stamford Bridge - | 34 | 13 4 " |
| Coventry - - - - | 93 | 21 8 " | Derby - - - - | 93 | 20 - " |

SUGAR.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | Bristol. | Distances by Shortest Routes. | Rates per Ton. |
|------------------|-------------------------------------|-------------------|-----------------|-------------------------------------|-------------------|
| | Miles. | s. d. | | Miles. | s. d. |
| Birmingham - - - | 96 | 19 - C. & D. | Ludlow - - - - | 91 | 20 - C. & D. |
| Manchester - - - | 31 | 11 10 " | Devizes - - - - | 33 | 11 8 " |
| Leeds - - - - | 75 | 19 - " | Oxford - - - - | 76 | 16 8 " |
| Carlisle - - - - | 126 | 18 2 " | Coventry - - - | 107 | 20 - " |

| LONDON. | Distances by Shortest Routes. | Rates per Ton. | GREENOCK. | Distances by Shortest Routes. | Rates per Ton. |
|-------------------|-------------------------------------|-------------------|------------------|-------------------------------------|-------------------|
| | Miles. | s. d. | | Miles. | s. d. |
| Coventry - - - - | 93 | 20 - C. & D. | Bulginan - - - - | 91 | 18 4 C. & D. |
| Tring - - - - | 31 | 14 2 " | Hamilton - - - - | 33 | 8 4 " |
| Banbury - - - - | 77 | 18 4 " | Peebles - - - - | 76 | 16 8 " |
| Wolverhampton - - | 124 | 22 6 " | Southwaite - - - | 131 | 18 4 S. to S. |

ORANGES.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | Bristol. | Distances by Shortest Routes. | Rates per Ton. |
|------------------|-------------------------------------|-------------------|----------------|-------------------------------------|-------------------|
| | Miles. | s. d. | | Miles. | s. d. |
| Birmingham - - - | 96 | 22 4 C. & D. | Ludlow - - - - | 91 | 24 2 C. & D. |
| Leeds - - - - | 75 | 19 10 " | Oxford - - - - | 76 | 20 10 " |

WOOL.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | LONDON. | Distances by Shortest Routes. | Rates per Ton. | HULL. | Distances by Shortest Routes. | Rates per Ton. |
|--------------|-------------------------------------|-------------------|---------------|-------------------------------------|-------------------|---------------|-------------------------------------|-------------------|
| | Miles. | s. d. | | Miles. | s. d. | | Miles. | s. d. |
| Leeds - - - | 75 | 19 10 C. & D. | Banbury - - | 77 | 24 2 C. & D. | Marston - - | 75 | 18 4 C. & D. |
| Rochdale - - | 41 | 15 3 " | Aylesbury - - | 42 | 16 8 " | Wakefield - - | 50 | 13 4 " |

FINE GOODS.

| LIVERPOOL. | | | HULL. | | | LONDON. | | |
|-------------------------------|----|---------------|----------------|----|--------------|-------------------------------|----|--------------|
| Distances by Shortest Routes. | | | Rates per Ton. | | | Distances by Shortest Routes. | | |
| Miles. | | | s. d. | | | Miles. | | |
| Leeds - - - | 75 | 19 10 C. & D. | Marsden - - | 75 | 19 2 C. & D. | Banbury - - | 77 | 30 - C. & D. |
| Manchester - - | 31 | 11 6 „ | Wakefield - - | 50 | 13 4 „ | Tring - - | 31 | 17 6 „ |

| BRISTOL. | | | SOUTHAMPTON. | | |
|-------------------------------|----|--------------|-------------------|----|---------------|
| Distances by Shortest Routes. | | | Rates per Ton. | | |
| Miles. | | | s. d. | | |
| Oxford - - - - | 76 | 26 8 C. & D. | Crewkerne - - - | 74 | 25 - S. to S. |
| Frome - - - - | 25 | 16 8 „ | Basingstoke - - - | 31 | 12 6 „ |

IRON—UNDAMAGEABLE.

| LIVERPOOL. | | | BARROW. | | |
|-------------------------------|----|------------------|-----------------------|----|--------------|
| Distances by Shortest Routes. | | | Rates per Ton. | | |
| Miles. | | | s. d. | | |
| Wigan - - - - | 19 | 4 2 S. to S. | Millom Iron Works - - | 17 | 3 4 S. to S. |
| Wednesbury - - - | 88 | *10 6 Collected. | Manchester - - - | 87 | 10 - „ |
| Wolverhampton - - - | 82 | *10 - „ | Bradford - - - | 85 | 9 2 „ |

| AVONMOUTH. | | | LONDON. | | |
|-------------------------------|-----|--------------------------|-----------------------|----|--------------|
| Distances by Shortest Routes. | | | Rates per Ton. | | |
| Miles. | | | s. d. | | |
| Radstock - - - - | 25 | 4 2 S. to S. | King's Langley - - - | 20 | 5 4 S. to S. |
| Blaenavon - - - - | 100 | 11 8 „ | Coventry - - - | 93 | 13 4 „ |
| Reading - - - - | 90 | 11 8 „ | Market Harborough - - | 82 | 12 6 „ |
| Stourbridge - - - - | 94 | 10 - Collected on Canal. | | | |

* Including delivery alongside Ship in 10-ton lots.

DYEWOODS.

| B E T W E E N | | Distances by Shortest Routes. | Rates per Ton. | B E T W E E N | | Distances by Shortest Routes. | Rates per Ton. |
|---------------|------------------|--|----------------------|---------------|----------------|--|--------------------|
| | | Miles. | Ship | | | Miles. | s. d. |
| Goole | - - Huddersfield | 41 | 10/0 S. to S. 2 tons | Liverpool | - Manchester | 31 | 8 - S. to S.2 tons |
| | | | Logwood | Ditto | - Stalybridge | 40 | 8 4 S. to S.2 tons |
| | | | 8/9 S. to S. 4 tons | Ditto | - Huddersfield | 58 | 10 10 „ |
| | | | Town | Ditto | - Kendal | 70 | 8 4 „ |
| | | | 8/4 S. to S. 2 tons | | | | |

OIL CAKE.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | HULL. | Distances by Shortest Routes. | Rates per Ton. | LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. |
|----------------|-------------------------------------|-----------------|----------------|-------------------------------------|----------------|---------------------|-------------------------------------|----------------|
| | Miles. | s. d. | | Miles. | s. d. | | Miles. | s. d. |
| Leeds - - | 75 | 12 6 S. to S. | Leeds - - | 52 | 8 4 S. to S. | Lancaster - - | 48 | 6 8 S. to S. |
| Manchester - - | 31 | 6 8 „ | Manchester - - | 90 | 13 4 „ | Derby - - | 94 | 12 6 „ |
| Birmingham - - | 96 | *14 2 Delivered | Birmingham - - | 135 | 15 - „ | Market Harboro' - - | 135 | 12 6 „, 5 tons |
| Leicester - - | 118 | *12 6 S. to S. | Leicester - - | 112 | 12 6 „ | | | 13 4 „, 3 tons |

* Includes Collection alongside Ship in 10-ton lots.

S P E L T E R.

| BIRMINGHAM. | Distances by Shortest Routes. | Rates per Ton. | LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. |
|-------------------|-------------------------------------|---|----------------------|-------------------------------------|---|
| | Miles. | s. d. | | Miles. | s. d. |
| Liverpool - - - - | 96 | 14 2 Collected alongside in 10-ton lots, and delivered in Birmingham. | Swansea - - - - | 191 | 15 - Collected in 5-ton lots, and deli- vered alongside in 10-ton lots. |
| Swansea - - - - | 135 | 9 2 S. to S. 4 tons 12 6 Delivered 2 tons | Brampton (N. E.) - - | 130 | 13 9 S. to S. |
| Hull - - - - | 135 | 12 6 „ | | | |
| London - - - - | 111 | 12 6 „ 15 - C. & D. | | | |

TIN PLATES.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | BRISTOL. | Distances by Shortest Routes. | Rates per Ton. | LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. |
|-------------------|-------------------------------------|---|-------------------|-------------------------------------|----------------|----------------|-------------------------------------|---|
| | Miles. | s. d. | | Miles. | s. d. | | Miles. | s. d. |
| Kidderminster - - | 102 | *14 - Collected. Also delivered alongside ship in 10-ton lots. | Kidderminster - - | 110 | 10 10 C. & D. | Workington - - | 128 | 8 9 S. to S. |
| Stourport - - | 108 | | Stourport - - | 109 | 10 10 „ | „ Bridge - - | 130 | 8 9 „ |
| Wolverhampton - - | 84 | 12 0 „ | Wolverhampton - - | 103 | 12 6 „ | Swansea - - | 191 | 12 6 S. to S., 2 tons; but including de- livery along- side ship in 10-ton lots. |

* Since reduced to 12 s. 6 d. per ton.

PALM OIL AND TALLOW.

| LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. | BRISTOL. | Distances by Shortest Routes. | Rates per Ton. | LIVERPOOL. | Distances by Shortest Routes. | Rates per Ton. |
|-------------------|-------------------------------------|-----------------|-------------------|-------------------------------------|------------------|----------------|-------------------------------------|---|
| | Miles. | s. d. | | Miles. | s. d. | | Miles. | |
| Kidderminster - - | 102 | *17 6 Delivered | Kidderminster - - | 110 | 10 10 Collected. | Workington - - | 128 | Oil, 10/0 S. to S. Tallow 10/10 „ |
| Wolverhampton - - | 84 | *15 - „ | Wolverhampton - - | 103 | 12 6 C. & D. | „ Bridge - - | 130 | |
| Sheffield - - | 74 | 17 6 „ | Sheffield - - | 169 | 20 - S. to S. | Swansea - - | 191 | Oil, 15/0 S. to S. Tallow, 15/10 Collected in Swansea. |

* Also Collected alongside Ship in 10-ton lots.

COPPER ORE.

| BIRKENHEAD. | Distance by Shortest Route. | Rate per Ton. | SWANSEA. | Distance by Shortest Route. | Rate per Ton. |
|----------------|--------------------------------|---|---------------|--------------------------------|---------------|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Birmingham - - | 90 | 11 8 S. to S. Including collection alongside ship, in 10 ton lots. | Cae'rwa - - - | 92 | 10 - S. to S. |

COPPER (BAR).

| BIRKENHEAD. | Distance by Shortest Route. | Rate per Ton. | SWANSEA. | Distance by Shortest Route. | Rate per Ton. |
|----------------|--------------------------------|--|------------------|--------------------------------|---------------|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Birmingham - - | 90 | 18 - Collected in Birming- ham, and delivered alongside ship in 10 ton lots. | Llanidloes - - - | 83 | 22 6 C. & D. |

T I N.

| LIVERPOOL. | Distance by Shortest Route. | Rate per Ton. | HULL. | Distance by Shortest Route. | Rate per Ton. |
|-------------------|--------------------------------|---|-------------------|--------------------------------|---------------|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> |
| Kidderminster - - | 102 | 20 10 Collected alongside ship in Liverpool in 10 ton lots, and delivered in Kidderminster. | Kidderminster - - | 162 | 27 6 C. & D. |

Note.—To complete the comparison in cases where the Liverpool rates are S. to S. or delivered only, whilst other ports are C. and D., the following amounts have been added to the former, viz. :—

| | | |
|--|-------|---|
| Cartage in Liverpool | - - - | 1 s. 6 d. ; |
| " Manchester | - - - | 1 s. 6 d. for Cotton ; |
| " " | - - - | 2 s. 0 d. „ Salt Provisions and Sugar ; |
| " Stockport | - - - | 1 s. 3 d. „ Cotton ; |
| " Rochdale | - - - | 1 s. 3 d. „ Wool ; |
| which are the usual charges made by the Company. | | |

PETROLEUM.—Oils, Burning, in Casks and Iron Drums, not giving off inflammable vapour under 73° Fahr.

| LIVERPOOL. | 1. Distances by Shortest Routes. | 2. Rate per Ton. | BRISTOL. | 3. Distances by Shortest Routes. | 4. Rate per Ton. | 5. To be proportionate to Bristol on the Mileage and Gross Rate, Liverpool should be | REMARKS. |
|------------------|--|------------------------|------------------|--|------------------------|--|---|
| | <i>Miles.</i> | <i>s. d.</i> | | <i>Miles.</i> | <i>s. d.</i> | <i>s. d.</i> | |
| Northampton - - | 144 | 31 8 | Northampton - - | 128 | 32 6 | 36 7 | To make the comparison perfect, 8d. to 1s. 8d. should be deducted from the rates in column 5 for Liverpool cartage, the Liverpool rates being station to station at that place. |
| Wellingboro' - - | 143 | 31 8 | Wellingboro' - - | 139 | 31 18 | — | |
| Nuneaton - - - | 105 | 22 6 | Nuneaton - - - | 107 | 22 6 | — | |
| Leamington - - | 122 | 25 - | Leamington - - | 115 | 25 - | 26 6 | |
| Coventry - - - | 114 | 25 - | Coventry - - - | 107 | 25 - | 26 7 | |
| Bedford - - - | 168 | 33 4 | Bedford - - - | 123 | 33 4 | 43 6 | |
| Cambridge - - | 194 | 36 8 | Cambridge - - | 153 | 35 - | 44 4 | |

STATEMENT submitted by LIVERPOOL COUNCIL DOCK BOARD and MERCANTILE ASSOCIATIONS, the RAILWAY COMPANIES showing the RATES per Mile after TERMINALS are Deducted.

RATES FOR TIMBER.

| AND | PRESTON. | | | | MANCHESTER. | | | | LEEDS. | | | | OLDHAM. | | | |
|----------------|-------------------------------|----------------|---|---|-------------------------------|----------------|---|---|-------------------------------|----------------|---|---|-------------------------------|----------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Barrow - - - | 56 | 8 4 | 11 ³ ₁₆ | 1'14 | 87 | 10 5 | 1 ⁸ ₁₆ | 1'02 | - | - | - | - | - | - | - | - |
| Fleetwood - - | 20 | 3 4 | 2 | 20 | 50 | 7 11 | 1 ¹ ₁₆ | 1'18 | 80 | 10 - | 1 ⁸ ₁₆ | 1'05 | - | - | - | - |
| Grimsby - - - | - | - | - | - | - | - | - | - | - | - | - | - | 96 | 13 4 | 11 ³ ₁₆ | 1'29 |
| Liverpool - - | 28 | 6 3 | 21 ¹ ₁₆ | 1'39 | 31 | 7 11 | 2 ¹ ₁₆ | 1'90 | 75 | 10 - | 1 ¹ ₁₆ | 1'12 | 46 | 9 2 | 2 ⁵ ₁₆ | 1'61 |
| Birkenhead - - | 54 | 7 1 deld. | - | 63 | 45 | 7 11 | - | 1'31 | 87 | 10 - | - | 97 | 55 | 9 2 | - | 1'35 |

NOTE.—Railway Company's rates per mile are arrived at after deducting 3 s. terminals, viz., 1 s. 6 d. at each end.

RATES FOR OIL CAKE.

| AND | LEEDS. | | | | MANCHESTER. | | | | BIRMINGHAM. | | | |
|--|-------------------------------|-----------------------------|---|---|-------------------------------|-----------------------------|---|---|-------------------------------|------------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Liverpool - - | 75 | 12 6 8. to 8. 2 tons. | 2 ³ ₁₆ | 1'52 | 31 | 6 8 8. to 8. 4 tons. | 3 | 1'41 | 96 | 14 2 | 1 ¹ ₁₆ | 98 |
| Hull (London and North Western Company do not carry Leeds and Hull traffic). | 52 | 8 4 | 11 ³ ₁₆ | 1'23 | 90 | 13 4 S. to 8. 4 tons. | 11 ¹ ₁₆ | 1'37 | 135 | 15 - 8. to 8. | 1 ¹ ₁₆ | 1'06 |

* C. or D. in Birmingham, and C. or D. alongside ship in Liverpool in 10 ton lots.

NOTE.—Railway Company's rates per mile are arrived at after deducting the following for terminals, viz.:—Station to Station 1 s. 6 d. per ton each end; cartage in Birmingham 2 s., and 1 s. 6 d. a ton for collection or delivery alongside ship at Liverpool, 10 ton lots.

RATES FOR GRAIN.

| AND | PRESTON. | | | | MANCHESTER. | | | | LEEDS. | | | | BIRMINGHAM. | | | |
|------------------|-------------------------------|----------------|---|---|-------------------------------|----------------|---|---|-------------------------------|----------------|---|---|-------------------------------|---------------------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| Barrow - - - | Miles. 56 | s. d. 8 4 | d. 1½ | d. 1¼ | Miles. 87 | s. d. 10 - | d. 1½ | d. 97 | Miles. - | s. d. - | d. - | d. - | Miles. - | s. d. - | d. - | d. - |
| Fleetwood - - - | 20 | 3 9 | 2½ | 45 | 50 | 6 8 | 1½ | 88 | 80 | 10 6 | 1½ | 113 | 125 | 12 6 Deld. | 1½ | 72 |
| Hull - - - | 112 | 15 - | 1½ | 129 | 90 | 13 4 | 1½ | 138 | 52 | 6 8 | 1½ | 85 | - | - | - | - |
| Garston - - - | - | - | - | - | 31 | 6 8 | 2½ | 142 | 74 | 10 6 | 1½ | 122 | - | - | - | - |
| Avonmouth - - - | - | - | - | - | 180 | 17 6 | 1½ | 97 | 209 | 20 - | 1½ | 98 | 97 | 10 4 | 1½ | 68 |
| London - - - | - | - | - | - | 182 | 18 4 | 1½ | 101 | 185 | 13 4 | 1½ | 67 | 111 | 13 10 O. & D. 5 ton lots. | 1½ | 52 |
| Liverpool - - - | 28 | 6 8 Cold. | 3 | 128 | 31 | 7 4 Cold. | 2½ | 142 | 75 | 10 6 Cold. | 1½ | 109 | 96 | 12 6 C. & D. | 1½ | 85 |
| Birkenhead - - - | 54 | 6 8 Cold. | - | 67 | 45 | 7 4 Cold. | - | 98 | 87 | 10 6 | - | 94 | - | - | - | - |

NOTE.—Railway Company's rates per mile are arrived at after deducting terminals as follows:—3s. Station to Station; 8d. Liverpool cartage; 4s. London barging; 2s. Birmingham cartage. These rates are from the Mersey Dock and Harbour Board warehouses.

RATES FOR COTTON.

| AND | PRESTON. | | | | MANCHESTER. | | | | STOCKPORT. | | | |
|------------------|-------------------------------|-----------------|---|---|-------------------------------|---------------------------|---|---|-------------------------------|------------------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Barrow - - - | 56 | 12 6 C. & D. | 2½ | 96 | 87 | 11 6 S. to S. | 2½ | 117 | 97 | 11 6 S. to S. | 2½ | 105 |
| Fleetwood - - - | 20 | 5 6 Carted. | 3½ | - | 50 | 9 - S. to S. | 2½ | 144 | 60 | 9 - S. to S. | 1½ | 120 |
| Garston - - - | - | - | - | - | 31 | 8 4 S. to S. | 3½ | 206 | - | - | - | - |
| Avonmouth - - - | - | - | - | - | 180 | 20 - S. to S. | 1½ | 113 | 169 | 26 8 C. & D. | 1½ | 132 |
| London - - - | - | - | - | - | 182 | 25 - Carted in Liverpool. | 1½ | 99 | 177 | 25 - Carted in London. | 1½ | 102 |
| Liverpool - - - | 28 | 10 - Delivered. | 4½ | 193 | 31 | 9 - S. to S. | 3½ | 232 | 36 | 9 - S. to S. | 3 | 200 |
| Birkenhead - - - | 54 | 11 8 Delivered. | - | 137 | 45 | 9 - S. to S. | - | 160 | 46 | 9 - S. to S. | - | 157 |
| O L D H A M. | | | | | | | | | | | | |
| Liverpool - - - | 46 | 11 0 | 3½ | 209 | - | - | - | - | - | - | - | - |

NOTE.—Railway Company's rates per mile are arrived at after deducting terminals as follows:—3s. Station to Station; Cartage, 2s. 6d. each end except London, which is 7s.

RATES FOR PROVISIONS.

| AND | LEEDS. | | | | MANCHESTER. | | | | BIRMINGHAM. | | | |
|----------------|-------------------------------|----------------|---|---|-------------------------------|------------------|---|---|-------------------------------|----------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Barrow - - - | - | - | - | - | 87 | 12 6 S. to S. | 3 ¹ / ₈ | 1.31 | - | - | - | - |
| Avonmouth - - | 200 | 24 2 | 1 ¹ / ₈ | .93 | 180 | 24 2 | 1 ¹ / ₈ | 1.07 | 97 | 17 0 | 2 ¹ / ₈ | 1.18 |
| London - - - | 185 | 27 0 | 1 ¹ / ₈ | .97 | 182 | 27 0 | 1 ¹ / ₈ | .99 | 111 | 28 4 | 3 ¹ / ₈ | 1.71 |
| Hull - - - | 52 | 13 4 | 3 ¹ / ₈ | 1.23 | 90 | 20 8 | 2 ¹ / ₈ | 2.49 | 135 | 25 - | 1 ¹ / ₈ | 1.51 |
| Liverpool - - | 75 | 18 4 | 2 ¹ / ₈ | 2.05 | 31 | 10 - S. to S. | 3 ¹ / ₈ | 2.71 | 96 | 20 10 | 2 ¹ / ₈ | 1.92 |
| Eirkenhead - - | 87 | 18 4 | - | 1.77 | 45 | 10 - S. to S. | - | 1.87 | - | - | - | - |

NOTE.—Railway Company's rates per mile are arrived at after deducting terminals as follows:—3s. S. to S.; cartage, 2s. 6d. each end, except London, which is 7s.

RATES FOR SUGAR.

| AND | BIRMINGHAM. | | | | MANCHESTER. | | | | LEEDS. | | | |
|----------------|-------------------------------|----------------|---|---|-------------------------------|---|---|---|-------------------------------|----------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Bristol - - - | 90 | 14 2 | 1 ¹ / ₈ | .82 | 173 | 16 8 S. to S. | 1 ¹ / ₈ | .95 | 202 | 22 0 | 1 ¹ / ₈ | 0.86 |
| London - - - | 111 | 20 - | 2 ¹ / ₈ | .81 | 182 | 22 0 4 ton lots. 25 - less lots. | 1 ¹ / ₈ | .66 | 165 | 22 0 | 1 ¹ / ₈ | 0.65 |
| Greenock - - | 318 | 25 - | 1 | .64 | 244 | 16 8 S. to S. | - | .67 | 237 | 25 - | - | 0.86 |
| Liverpool - - | 96 | 17 0 | 2 ¹ / ₈ | 1.50 | 31 | 8 4 S. to S. 0 8 S. to S. | 3 ¹ / ₈ | 2.06 | 75 | 17 - | 2 ¹ / ₈ | 1.92 |
| Birkenhead - - | - | - | - | - | 45 | For refining. | - | 1.42 9.8 | 87 | 17 6 | - | 1.66 |

NOTE.—Railway Company's rates per mile are arrived at after deducting terminals as follows:—3s. S. to S.; cartage, 2s. 6d. each end, except London, which is 7s.

RATES FOR FRUIT (ORANGES).

| AND | BIRMINGHAM. | | | | LEEDS. | | | |
|----------------------|-------------------------------|----------------|---|---|-------------------------------|----------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Bristol - - - - - | 90 | 17 6 | 2½ | 1·27 | 202 | 30 - | 2½ | 1·31 |
| Liverpool - - - - - | 96 | 20 10 | 2½ | 1·92 | 75 | 18 4 | 3 | 2·05 |
| Birkenhead - - - - - | - | - | - | - | 87 | 18 4 | - | 1·77 |

NOTE.—Railway Company's rates per mile are arrived at after deducting terminals as follows :—3 s. S. to S. ; cartage, 2 s. 6 d. each end.

RATES FOR WOOL.

| AND | LEEDS. | | | | ROCHDALE. | | | |
|---|-------------------------------|--------------------|---|---|-------------------------------|------------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| London - - - - - | 185 | 37 6 | 2·43 | 1·62 | 193 | 37 6 | 2·32 | 1·53 |
| Hull - - - - - | 52 | 11 8 | 2·09 | ·83 | 89 | 21 8 | 2·95 | 1·86 |
| Liverpool - - - - - | 75 | 18 4 Delivered. | 3·26 | 2·05 | 41 | 12 6 S. to S. | 4·39 | 2·78 |
| Rates given in Report include 1 s. 6 d. for cartage in Liverpool. | | | | | | | | |
| Birkenhead - - - - - | 87 | 18 4 Delivered. | - | 1·77 | 58 | 12 6 S. to S. | - | 1·97 |

NOTE.—Railway Company's rates per mile are arrived at after deducting terminals as follows :—3 s. S. to S. ; cartage, 2 s. 6 d. each end, except London, which is 7 s.

W O O L.

| AND | KIDDERMINSTER. | | | | DUNBLANE. | | | |
|---------------------|-------------------------------|-----------------|---|---|--|-----------------|---|---|
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| | Miles. | s. d. | d. | d. | Miles. | s. d. | d. | d. |
| Liverpool - - - - - | 102 | *18 4 | 2·53 | 1·36 | 249 | 26 8 | 1·40 | 1·02 |
| Hull - - - - - | 162 | 27 6 C. & D. | 2·22 | 1·44 | 309 | 26 8 C. & D. | 1·12 | ·72 |
| Bristol - - - - - | 110 | 17 6 | L. & N. W. no record. | | Figures not given by Liverpool Council Dock Board. | | | |
| Glasgow - - - - - | 303 | 38 4 C. & D. | 1·59 | 1·20 | L. & N. W. no record. | | | |
| London - - - - - | 131 | 30 - C. & D. | 2·74½ | 1·60 | 421 | 51 8 C. & D. | 1·48 | 1·11 |

* Collected alongside ship, Liverpool, 10 tons, and delivered Kidderminster.

NOTE.—Railway Company's rates per mile are arrived at after deducting the following amounts for terminal services, viz. :—3 s. S. to S. ; cartage, 2 s. 6 d. each end, except London, which is 7 s. ; collected or delivered alongside ship in Liverpool, 1 s. 3 d. per ton, in addition to S. to S. terminal.

RATES FOR COPPER—PRECIPITATE AND BAR.

| AND | BIRMINGHAM. | | | | | | | | LIVERPOOL. | | | | | | | |
|------------|-------------------------------|---------------------------------|---|---|-------------------------------|---------------------------------|---|---|---|----------------|---|---|-------------------------------|----------------|---|---|
| | PRECIPITATE. | | | | BAR. | | | | PRECIPITATE. | | | | BAR. | | | |
| | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Rates per Mile, as given in Liverpool Report. | Railway Company's Rates per Mile, less Terminals. |
| Swansea | Miles. 135 | s. d. 18 4 | d. 13 18 | d. 92 | Miles. 135 | s. d. 16 8 | d. 14 18 | d. 77 | Miles. 191 | s. d. 13 4 | - | d. 65 | Miles. 191 | s. d. 15 - | - | d. 58† |
| Birkenhead | 90 | Carted in Bir- mingham. 14 9 | 14 18 | 1 09 | 90 | Carted in Bir- mingham. 18 - | 23 18 | 1 60 | NOTE.—These rates are given as specimens of low rates from Liverpool. | | | | | | | |

* Collected in Swansea 5 ton lots, and delivered alongside ship 10 ton lots.

† Delivered alongside.

‡ Not delivered.

NOTE.—Railway Company's rate per mile are arrived at, after deducting terminals, as follows:—S. to S. 3s.; cartage, 5s.; loading allowance at Birkenhead (Logan's Works), 6d.; 1s. 6d. collection in Swansea on bar copper; 1s. 3d. delivery alongside ship at Liverpool.

TABLE showing Comparative RATES Charged by Railway from LIVERPOOL and from HULL, the Railway Companies showing the RATE per Mile after Terminals are deducted.

| AND | LIVERPOOL. | | | | | HULL. | | | | |
|--------------------|----------------------------------|-----------------------------|----------------|--|--|----------------------------------|----------------|--------------------|--|--|
| | Distances by Shortest Routes. | Traffic. | Rates per Ton. | | Railway Company's Rate per Ton per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | | Railway Company's Rate per Ton per Mile, less Terminals. | |
| | | | | | | | | | | |
| | Miles. | | s. | d. | d. | Miles. | s. | d. | d. | |
| London - - - | 200 | Import and export goods | 25 | - C. & D. | 75 | 181 | 25 | - C. & D. | 83 | |
| Harwich - - - | 263 | - ditto - - - | 25 | - " - - - | 77 | - | - | - | - | |
| Southampton - - - | 234 | - ditto - - - | 25 | - " - - - | 87 | 264 | 25 | - C. & D. | 77 | |
| Peterborough - - - | 157 | Oilcake - - - | 12 | 6 S. to S., 5 tons | 72 | 105 | 11 | 8 S. to S., 5 tons | 83 | |
| Aberystwith - - - | 152 | Groceries - - - | 15 | 10 Coll'd. in A. - - - | 81 | 228 | 47 | 6 C. & D. | 110 | |
| | | Grain - - - | 12 | 6 2 tons, coll'd. in Liverpool | 70 | - | 30 | - S. to S., 2 tons | 157 | |
| | | Valonia - - - | 12 | 6 S. to S., O. R., 10 ton lots | 75 | - | 42 | 0 C. & D. | 81 | |
| Swansea - - - | 191 | Tin plates - - - | 12 | 6 S. to S., 2 tons, including delivery alongside ship at Liverpool, 10 ton lots. | 51 | 265 | 23 | 4 S. to S., 4 tons | 86 | |
| | | | | | | | 29 | 2 S. to S., 2 tons | 113 | |
| | | Grain - - - | 13 | 4 4 tons, coll'd. in Liverpool | 61 | - | 20 | - S. to S., 4 tons | 71 | |
| Glasgow - - - | 223 | Cotton, raw, in bales | 16 | - S. to S. - - - | 69 | 266 | 28 | 4 C. & D. | 92 | |
| | | Sugar, raw - - - | 16 | 8 S. to S. - - - | 73 | - | 20 | - S. to S. | 71 | |
| Bangor - - - | 97 | Grain - - - | 9 | - 2 tons, coll'd. in Liverpool | 66 | 191 | 20 | - S. to S., 4 tons | 99 | |
| | | Wines and spirits, in casks | 15 | - S. to S., any weight - - - | 148 | - | 45 | - C. & D. | 132 | |
| Lancaster - - - | 49 | Groceries - - - | 10 | 10 S. to S., 1 ton - - - | 96 | - | 32 | 0 C. & D. | 154 | |
| Newcastle-on-Tyne | 175 | Oilcake - - - | 6 | 8 S. to S., 4 tons - - - | 89 | 116 | 14 | 2 S. to S., 4 tons | 103 | |
| | | Iron, Class A - - - | 12 | 6 S. to S., 4 tons, including delivery alongside ship at Liverpool, 10 ton lots. | 57 | - | - | - | - | |
| Bristol - - - | 186 | Import and export goods | 25 | - Coll'd. in B. - - - | 125 | 229 | - | - | - | |
| | | Iron, Class A - - - | 13 | 4 S. to S., 2 tons, including delivery alongside ship at Liverpool, 10 ton lots. | 59 | - | 16 | 8 S. to S., 4 tons | 63 | |
| | | | | | | | 20 | - S. to S., 2 tons | 83 | |
| Cardiff - - - | 177 | Oilcake - - - | 12 | 6 S. to S., 4 tons - - - | 62 | 264 | 22 | 6 S. to S., 4 tons | 83 | |
| | | Tin plates - - - | 12 | 6 S. to S., 2 tons, including delivery alongside ship at Liverpool, 10 ton lots. | 55 | - | 21 | 8 S. to S., 2 tons | 79 | |
| Newport, Monmouth | 169 | Iron, Class A. - - - | 10 | - S. to S., 2 tons, including delivery alongside ship at Liverpool, 10 ton lots. | 41 | 241 | 18 | 4 S. to S., 2 tons | 70 | |
| | | Bacon, packed - - - | 15 | 10 S. to S., O. R., 2 tons, including colln. from alongside ship at Liver- pool, 10 ton lots. | 82 | - | 40 | - C. & D. | 160 | |
| Whitehaven - - - | 121 | Bacon and hams - - - | 10 | - S. to S., 2 tons - - - | 69 | 181 | 31 | 8 C. & D. | 157 | |
| | | Tea - - - | 12 | 6 S. to S. - - - | 94 | - | 38 | 4 C. & D. | 201 | |
| | | Tin plates - - - | 12 | 6 S. to S., 2 tons - - - | 94 | - | 26 | 8 C. & D. | 124 | |
| Market Harborough | 137 | Square timber and deals | 12 | 6 S. to S., 2 tons - - - | 83 | 118 | 13 | 4 S. to S., 2 tons | 92 | |

NOTE.—Railway Company's rates per ton per mile are arrived at, after deducting terminals, as follows:—S. S. to S.; cartage, 2s. 6d. at each end, except London, which is 7s.; 8d. cartage on Liverpool grain; 1s. 3d. C. or D. alongside ship in Liverpool; 1s. 3d. cartage on Hull S. to S. traffic.

TABLE showing Comparative RATES Charged by Railway from LIVERPOOL, from HULL, from LONDON, and from GLASGOW, the Railway Companies showing the RATES per Mile after Terminals are deducted.

| AND | LIVERPOOL. | | | | HULL. | | | LONDON. | | |
|----------------|-------------------------------|----------------|---|---|-------------------------------|----------------------|---|-------------------------------|----------------|---|
| | Distances by Shortest Routes. | Traffic. | Rates per Ton. | Railway Company's Rates per Ton per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Railway Company's Rates per Ton per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Railway Company's Rates per Ton per Mile, less Terminals. |
| London - - - | Miles. 200 | Grain - - | s. d. 17 4 | .82 | Miles. 181 | s. d. 15 10 S. to S. | .83 | - | - | - |
| Ditto - - - | 200 | Sugar - - | 22 6 C. & D. | .60 | 181 | 22 6 C. & D. | .66 | - | - | - |
| Cardiff - - - | 177 | Oranges - | 16 8 S. to S. | .92 | - | - | - | 170 | 31 8 C. & D. | 1.33 |
| Ebbw Vale - - | 163 | Iron, Class A. | 10 10 S. to S. Deld. alongside ship in 10 ton lots. | .57 } .48 } | 226 | 19 2 S. to S. | .83 | - | - | - |
| Dowlais - - - | 168 | - ditto - | 10 10 S. to S. Deld. alongside ship in 10 ton lots. | .55 } .47 } | 232 | 19 2 S. to S. | .84 | - | - | - |
| Oxford - - - | 162 | Grain - - | 15 10 Colld. in Liverpool. | .88 | 187 | 17 6 S. to S. | .92 | 63 | 9 2 S. to S. | 1.17 |
| Abergavenny - | 150 | - ditto - | 13 4 Colld. in Liverpool. | .75 | 213 | 20 - S. to S. | .95 | 105 | 17 6 S. to S. | 1.06 |
| Pwllheli - - - | 128 | Sugar - - | 13 10 Delivered. | .97 | 218 | 44 2 C. & D. | 1.99 | 269 | 43 4 C. & D. | 1.38 |
| Portmadoc - - | 132 | Oranges - | 27 6 Delivered. | 2.00 | 222 | 50 - C. & D. | 2.27 | 269 | 48 4 C. & D. | 1.60 |

NOTE.—Railway Company's rates per ton per mile are arrived at after deducting terminals, as follows:—3 s. S. to S.; 2 s. 6 d. each end, cartage, except London, which is 7 s.; 1 s. 3 d. C. or D. alongside ship in Liverpool.

| AND | LIVERPOOL. | | | | GLASGOW. | | |
|----------------|-------------------------------|-------------------|--------------------|---|-------------------------------|----------------|---|
| | Distances by Shortest Routes. | Traffic. | Rates per Ton. | Railway Company's Rates per Ton per Mile, less Terminals. | Distances by Shortest Routes. | Rates per Ton. | Railway Company's Rates per Ton per Mile, less Terminals. |
| London - - - - | Miles. 200 | Import and export | s. d. 25 - C. & D. | .75 | Miles. 393 | s. d. 52 5 | 1.20 |
| Ditto - - - - | 200 | American meat - | 25 - C. & D. | .75 | 398 | 45 - | .98 |

NOTE.—Terminals deducted, 12 s. 6 d.

DOCK and TOWN DUES Charged at Liverpool, Hull, Bristol, and Avonmouth.

| | LIVERPOOL. | HULL. (No Town Dues.) Dock Co.'s Wharfage. | BRISTOL. (Including Wharfage also.) | AVONMOUTH. (No Town Dues.) |
|------------------------|--|--|---|--|
| Sugar, refined - - - | 3 s. per ton. | 6 d. per ton. | 2 s. 5 d. per ton. | 1 s. per ton. |
| Ditto, unrefined - - - | 2 s. 1 d. " | 6 d. " | 2 s. 5 d. " | 1 s. " |
| Square timber - - - | 1 s. per load, say per ton. | 3½ d. " | 1 s. 3½ d. per load, say per ton. | 6 d. per load, say per ton. |
| Cotton wool - - - | 3 s. 6 d. per ton. | 6 d. " | 3 d. per bale, exclusive of wharfage. | 1 s. per ton. |
| Grain - - - | 1 s. per ton. (in bulk ex America). | 1 d. per quarter, say 5 d. per ton. | Dock dues suspended temporarily. | 1 d. per quarter, with rebates. |
| Flour - - - | 2 s. per ton. | 6 d. per ton. | 1 s. 6 d. per ton. | 6 d. per ton. |
| Oranges - - - | 2 s. " | 3 d. per package. | 2 d. per box, say 3 s. 4 d. per ton. | 1½ d. per case, say 2 s. 6 d. per ton. |
| Bacon - - - | 2 s. 2 d. per ton. | 10 d. per ton. | 6 d. per ton. | 6 d. per ton. |
| Fine goods - - - | 3 d. per package. | 1 d. to 4 d. per package. | - | - |
| Silk - - - | 15 s. per ton. | 1 d. per cwt. | - | - |
| Wool - - - | 3 s. 6 d. per ton. | 10 d. per ton. | 2 s. 6 d. per ton. | 1 s. per ton. |

Cost of Importing Goods and Delivering to RAILWAY STATIONS at the undermentioned Places.

| GOODS. | AVONMOUTH. | BARROW. | BRISTOL. | FLEETWOOD. | GARSTON. | GRIMSBY. | HULL. | LIVERPOOL. | LONDON— East and West India Docks. | LONDON— St. Katharine's Docks. | LONDON— Victoria Docks. |
|--------------------|--|--|---|---|----------------|---------------|-----------------------------|------------------------------------|---|--------------------------------------|----------------------------|
| | Per Ton. | Per Ton. | Per Ton. | Per Ton. | New Dock. | Old Dock. | Per Ton. | Per Ton. | Per Ton. | Per Ton. | Per Ton. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Sugar, unrefined - | 3 8 | 3 - | 7 5 | 2 10 | 3 8 | 1 9 | 3 9 | 6 4 | 6 4 | 9 2 | 8 7 |
| Ditto, refined - | 3 8 | 3 - | 5/4 Ex France United States and Holland, in casks. | 2 10 | 4 8 | 1 9 | 3 9 | 7 9½ | 6 4 | 9 2 | 8 7 |
| Ditto, lump - | - | - | - | - | 5 5 | 2 6 | Includ. warehousing. 4 6 | - | - | - | - |
| Square timber - | 3 1 | 3 3 | 3 9½ | 3 1 | Logg. 3 10½ | Logg. 3 4½ | Fr. Hards. 3/11½ 4/2½ | Hardwoods. Softwoods. 8/10 8/2½ | 7 3 | 9 9 | 9 2 |
| Cotton wool - | * | 2 9 | * | 2 7 | 3 3½ | 2 3 | 3 8 | 8 1½ | 6 1 | 8 1 | 7 6 |
| Grain - | 1 6½ | Bulk. 2 6 2 3 Casks or bags. | 1 9 | 1 11 | 3 4 | 2 1 | 2 8 | 5 7½ | 3 11 | 6 1½ | 5 -½ |
| Flour - | 2 8 | 2 3 | 5 2 | 2 1 | 3 11 | 2 - | 3 6 | 6 4½ | 5 10 | 6 4 | 5 9 |
| Oranges - | * | 3 - | 6 11 | 2 10 | 5 - | 1 9 | - | 7 9 | 6 6 | 8 6 | 7 11 |
| Bacon - | 3 4 | 3 - | 4 2 | 2 10 | 4 2 | 2 3 | 4 4 | 6 8½ | 5 6 | 7 8 | 7 1 |
| Silk - | * | 4 3 | * | 4 1 | * | * | 7 8 | 19 9½ | 27 4 | 39 4 | 38 9 |
| Wool - | * | 4 3 | * | 4 1 | 4 2 | 2 3 | 4 1 | 7 10½ | 9 4 | 13 6 | 12 11 |
| | N.B.—These figures do not include lifting from ship's hold. If done by the dock company they charge the ship with the cost of the working. No town dues nor cartage charges are incurred at Avonmouth. | N.B.—Figures not always reliable, as dock companies compete by making rebates, especially on full grain cargoes, &c. | N.B.—1 s. per ton is added for cost of collection at Hull. | N.B.—Includes 2 s. per ton, the sum paid to hired carmen from St. Katharine's Docks to the Dock Company for loading, sheeting, and haulage. | | | | | | | |

* Where no figures are given, there are no rates provided for the traffic.

COAL RATES.

STATEMENTS showing the Distances between certain COLLIERY SIDINGS and CHESTER STATION, and the Charges made by the London and North Western Railway Company for the Conveyance of COAL between them in the Colliery Owners' Waggon.

| SIDINGS. | Distance in Miles to Chester. | Full Loads carried in Owner's Waggon. | Maximum Toll Powers (including 3 d. Terminal). |
|-----------------------------|-------------------------------|---------------------------------------|--|
| | | Per Ton. | |
| | | s. d. | s. d. |
| Anglesea Siding - - - - | 69 | 3 4 | 4 11½ |
| Ryders Hayls Siding - - - - | 67 | 3 4 | 4 11½ |
| East Cannock - - - - - | 61 | 3 4 | 4 3½ |
| Coed Talon - - - - - | 18 | 1 4 | 2 - |
| Hazelwood (Mold) - - - - | 14 | 1 5 | 2 1½ |
| Kirkless Hall (Wigan) - - - | 31 | 2 6 | 2 10 |

The above Rates were not in the Rate Books sent to the Board of Trade, but were furnished by the Company.

LIVE STOCK AND DEAD MEAT TRAFFIC.

RATES for Live Stock from Aberdeen to London (Distance, 516 Miles).

| | | |
|---|--|---|
| Cattle - - | 25 s. each, average load 6 per waggon, or 3½ d. per waggon per mile. | 7 l. minimum per waggon. 5 l. 5 s. minimum per waggon. |
| Sheep - - | 3 s. each, average load 30 per waggon, or 2 d. per waggon per mile. | |
| Lambs - - | 3 s. each - | |
| Pigs - - | 3 s. " - | |
| Calves - - | 3 s. " - | |
| No traffic carried, although the rates exist. | | |

RATES for Live Stock from Liverpool to London (Distance, 200 Miles).

Cattle 13 s. 6 d. each, minimum 40 s., or at the following waggon rates:—

| | £. | s. | d. | d. | |
|-----------------|----|----|----|----|------------------------|
| 12 feet waggon, | 5 | 1 | - | = | 6 per waggon per mile. |
| 14 " | 5 | 13 | 6 | = | 7 " " |
| 15 " | 5 | 19 | 9 | = | 7 " " |
| 16 " | 6 | 6 | - | = | 7½ " " |
| 18 " | 6 | 18 | 3 | = | 8½ " " |

| | | | |
|----------------|--------|--|------------------------------|
| American Sheep | s. d. | 2 3 each, average load is 30 to a waggon, which yields 4 d. per waggon per mile. | Minimum, 40 s. per waggon. |
| English " | 2 8 " | | |
| Pigs | 2 10 " | average load 33 to a waggon, which gives 5½ d. per waggon per mile. | Minimum, 20 pigs per waggon. |

RATES for Live Stock from Liverpool to Leeds (Distance, 74 Miles).

| | | £. | s. | d. | s. | d. |
|--------------------------|-------------------|----|----|----|----|-------------------------|
| Cattle, Sheep, and Lambs | - 12 feet waggons | 2 | 4 | 6 | or | 7½ per waggon per mile. |
| | 16 " " | 2 | 15 | 6 | " | 9 " " |
| | 18 " " | 3 | 1 | - | " | 9½ " " |
| Pigs and Calves | - 12 " " | 2 | 13 | 3 | " | 8½ " " |
| | 16 " " | 3 | 6 | 3 | " | 10½ " " |
| | 18 " " | 3 | 13 | - | " | 1 " " |

Note.—In working out the rate per mile, no deduction has been made for terminals.

RATES for Live Stock from Liverpool to Birmingham (Distance, 95 Miles).

| | | £. | s. | d. | s. | d. |
|--------------------------|-------------------|----|----|----|----|-------------------------|
| Cattle, Sheep, and Lambs | - 12 feet waggons | 2 | 10 | 3 | or | 6½ per waggon per mile. |
| | 16 " " | 3 | 3 | - | " | 8 " " |
| | 18 " " | 3 | 9 | - | " | 8½ " " |
| Pigs and Calves | - 12 " " | 3 | - | 6 | " | 7½ " " |
| | 16 " " | 3 | 15 | 3 | " | 9½ " " |
| | 18 " " | 4 | 2 | 9 | " | 10½ " " |

Note.—In working out the rate per mile, no deduction has been made for terminals.

RATES for the Conveyance of Dead Meat from the following places to London:—

| | Miles. | s. | d. | d. | |
|-------------------|--------|----|----|---------------------------------|--|
| Aberdeen | - 539 | 67 | 6 | per ton, or 1½ per ton per mile | At owner's risk. If carried at Company's risk, 7s 6d. per ton additional. |
| Glasgow | - 403 | 45 | - | " 1½ " " | For American meat. English Meat, 70s. owner's risk; 77s. 6d. Company's risk. |
| Leicester | - 115 | 40 | - | " 4½ " " | |
| Market Harborough | - 84 | 33 | 4 | " 4½ " " | |
| Liverpool | - 200 | 25 | - | " 1½ " " | For imported meat. Not imported, 50s. per ton. |
| Dublin | - 333 | 06 | 8 | " 2½ " " | |
| Carlisle | - 298 | 02 | 6 | " 2½ " " | |

Note.—In working out the rates per mile, as above, no deduction has been made for terminals.

These rates include collection and delivery; a charge of 5s. to 7s. 6d. per ton is made when the Company's hampers and cloths are used.

The charge is 5s. per ton from the Midland Counties to London, and 7s. 6d. from Carlisle and Dublin to London.

RATES from Liverpool to the principal Stations for Dead Meat.

| | Miles. | English Meat per Ton. | American Meat. | | | | |
|---------------|--------|--------------------------------|----------------------|----------------|------------------|---|--|
| | | s. d. | s. d. | d. | | | |
| Birmingham - | 97 | 40 - | 30 - | per ton, or 3½ | per ton per mile | } For imported meat, minimum 10 cwts., delivered at destination. Delivered in Leeds. | |
| Wolverhampton | 84 | 35 - | 30 - | " | 4 " " | | |
| Barton - | 98 | 40 - | 30 - | " | 4 " " | | |
| Leeds - | 76 | - | 26 8 | " | 4 " " | | |
| Manchester - | 32 | - | { 14 2 S. to S. } | " | 5 " " | } Imported meat carted in Swansea, 1 ton lots. Imported meat delivered in Newcastle. Imported meat carted in Edinboro', 1 ton lots. | |
| Swansea - | 190 | 50 - | 35 - | " | 2½ " " | | |
| Newcastle - | 174 | 52 6 | 35 - | " | 2½ " " | | |
| Edinboro' - | 227 | 45 - | 35 - | " | 2 " " | | |

Note.—In working out the rate per mile, no deduction has been made for terminals.

These rates include delivery, except Manchester.

TOTAL Live Stock Traffic and Receipts upon the North Western Railway, during the Year 1880.

| | Head. | |
|--------------|-----------|--|
| Cattle - - - | 713,507 | } Waggon loads, 156,831. Receipts, 200,346 l. Average 25 s. 6½ d. per waggon load. |
| Sheep - - - | 1,773,510 | |
| Pigs - - - | 484,975 | |
| Calves - - - | 73,017 | |
| Horses - - - | 26,869 | |

During the same period the Total Quantity of Live Stock received by the London and North Western Railway in London, which may be taken as the principal market of consumption, was as follows :—

| | Head. | |
|--------------|---------|---|
| Cattle - - - | 106,754 | } Waggon loads, 30,861. Receipts, 77,603 l., including a small quantity from London. |
| Sheep - - - | 368,498 | |
| Pigs - - - | 55,847 | |
| Calves - - - | 11,185 | |
| Horses - - - | 3,848 | |
| Of which— | | |
| Cattle - - - | 4,879 | Or about 4½ per cent. - |
| Sheep - - - | 7,197 | " 2 " - |
| Pigs - - - | Nil | - - - - |
| Horses - - - | 57 | - - - - |
| | | } Came from Liverpool and Birkenhead. (Imported.) |
| Cattle - - - | 1,570 | About 1½ per cent. - |
| Sheep - - - | 203 | - - - - |
| | | } Came from the Aberdeenshire District of Scotland. |
| Cattle - - - | 20,267 | Or about 19 per cent. - |
| Sheep - - - | 54,565 | " 15 " - |
| Pigs - - - | 7 | - - - - |
| | | } Came from the Midland Counties. |
| Cattle - - - | 8,383 | Or about 7 per cent. - |
| Sheep - - - | 15,994 | " 4 " - |
| Pigs - - - | 34,106 | " 61 " - |
| Calves - - - | 732 | - - - - |
| Horses - - - | 1,583 | " 41 " - |
| | | } Came from Ireland. |

The balance came from various places in England.

QUANTITY of Live Stock Traffic conveyed by the North Western Line to the following large Towns during the Year 1880.

| | Birmingham. | Manchester. | Wolverhampton. |
|-----------------------|-------------|-------------|----------------|
| Number of Loads - - - | 7,450 | 19,061 | 4,332 |
| Receipts - - - - £. | 18,155 | 45,220 | 8,827 |
| Cattle - - - - - | 21,127 | 60,514 | 15,832 |
| Sheep - - - - - | 76,920 | 370,854 | 33,813 |
| Pigs - - - - - | 64,966 | 69,614 | 22,322 |
| Calves - - - - - | 3,125 | 9,341 | 2,860 |
| Horses - - - - - | 247 | 249 | — |

LIVE STOCK Traffic from Ireland, passing *viâ* Dublin and Holyhead, Greenore and Holyhead, and *viâ* Liverpool respectively, to the whole of the London and North Western system during the Year 1880.

| | <i>Viâ</i> Dublin and Holyhead. | <i>Viâ</i> Greenore and Holyhead. | <i>Viâ</i> Liverpool. | Total. |
|---------------------|------------------------------------|--------------------------------------|-----------------------|---------|
| Number of Loads - - | 12,031 | 2,666 | 2,353 | 17,050 |
| Receipts - - - £. | 56,392 | 4,937 | 3,294 | 64,623 |
| Cattle - - - - | 38,110 | 22,746 | 10,990 | 71,846 |
| Sheep - - - - | 96,641 | 24,147 | 9,871 | 130,659 |
| Pigs - - - - | 96,717 | 10,915 | 10,643 | 118,275 |
| Calves - - - - | 4 | 80 | 732 | 816 |
| Horses - - - - | 5,495 | 437 | 166 | 6,098 |

RETURN showing the Amount of Live Stock landed at Liverpool and Birkenhead from American and Canadian Ports, and conveyed to London and other Stations, by the London and North Western Railway, during the Years 1879 and 1880.

| 1880. | | | 1879. | | |
|---------|--------|-------|---------|--------|-------|
| Cattle. | Sheep. | Pigs. | Cattle. | Sheep. | Pigs. |
| 11,582 | 11,090 | Nil. | 7,676 | 19,050 | 8,463 |

In the year 1880, 60,668 cattle, 26,490 sheep, and 9,563 pigs, were slaughtered at Liverpool and Birkenhead, and either consumed there or conveyed thence in the shape of dead meat.

QUANTITY of Live Stock from the Continent of Europe landed at Thames Haven, and conveyed thence to the North Western Depot at Maiden-lane (Islington), during Twelve Months ending April 1881.

| | | |
|----------------|--------|-----------------------|
| Cattle - - - - | 15,981 | } 2,392 Waggon Loads. |
| Sheep - - - - | 20,768 | |
| Pigs - - - - | 447 | |
| Calves - - - - | 2,156 | |
| Horses - - - - | 11 | |

AVERAGE Time occupied in the Transit of Live Stock :—

| | H. | M. |
|-----------------------------------|---|----|
| Liverpool to London - - - | 9 | 50 |
| Birkenhead to London - | 10 | 20 |
| Birkenhead to Wolverhampton - - - | 6 | 5 |
| Birkenhead to Birmingham - - - | 10 | 20 |
| Birkenhead to Manchester - - - | 4 | 15 |
| Liverpool to Manchester - - - | 2 | 30 |
| Liverpool to Wolverhampton - - - | 4 | 20 |
| Liverpool to Leeds - - - | 6 | 0 |
| Liverpool to Birmingham - - - | 5 | 45 |
| Midland Counties to London - - - | 4 to 8 hours, according to distance. | |
| Aberdeen to London - - - | 33 hours. | |
| Holyhead to London - - - | 15 hours, to which must be added the steamboat passage, Dublin 5 to 6 hours, Greenore about 6½ hours. | |

TIME occupied in Transit of Meat.

The Scotch dead meat leaves Aberdeen at 12.45 noon, and occupies 33 hours in transit, reaching London about 10 p.m. the following night; it is delivered as soon as the market opens, from 1 a.m. to 2 a.m.

The Leicestershire meat occupies about 9½ hours in transit and delivery.

The meat from Liverpool and Birkenhead to London occupies on the average 12 hours in transit, calculating from the hour of departure to the time of delivery in the market.

TOTAL Dead Meat to principal large Towns.

It is found, from an examination of the books, that, during the year 1880, the total quantity of dead meat carried by the North Western Railway to London, Manchester, Birmingham, and Wolverhampton was as follows :—

| | Tons. | Receipts. |
|---------------------|--------|--------------|
| London - - - - - | 39,502 | £. 85,527 |
| Birmingham - - - - | 969 | 1,509 |
| Manchester - - - - | 1,809 | 1,935 |
| Wolverhampton - - - | 85 | 129 |

TOTAL Dead Meat to London.

Taking London as the principal market of consumption, it is found that, of the 39,502 tons of dead meat conveyed to London during the year,—

| | | | | |
|-----------------------------|--|---|---|-------------------------------------|
| 20,108 tons or 51 per cent. | came from Liverpool and Birkenhead (imported). | | | |
| 4,368 | 11 | „ | „ | Aberdeenshire District of Scotland. |
| 6,073 | 15 | „ | „ | other Districts in Scotland. |
| 1,206 | 3 | „ | „ | the Leicestershire District. |
| 3,123 | 8 | „ | „ | Ireland. |
| 4,624 | 12 | „ | „ | other Districts. |

DEAD MEAT imported from America.

During the year 1880, 25,526 tons of dead meat were landed at Liverpool and Birkenhead as dead meat, and 28,712 tons were carried to the principal towns by the London and North Western Railway; but this includes a proportion of what was landed alive and slaughtered at Liverpool and Birkenhead. The quantity carried to London by the London and North Western Railway was 20,108 tons.

TOTAL Meat and Live Stock shipped from New York to London direct.

During the month of May 1881, the following meat and live stock was imported from America by direct ship to London :—

938 tons of beef, 27 tons of mutton, and 218 tons of pork.
4,951 head of cattle.
5,115 sheep.
60 pigs.

RATES FOR GRAIN.

| From | BIRMINGHAM. | | | WOLVERHAMPTON. | | |
|--|----------------|---|---|----------------|--|---|
| | Dis- tance. | Rate. | Rate per Ton per Mile, after deducting 1 s. 6 d. per Ton at each end for Terminal. | Dis- tance. | Rate. | Rate per Ton per Mile, after deducting 1 s. 6 d. per Ton at each end for Terminal. |
| | <i>Miles.</i> | | <i>d. d.</i> | <i>Miles.</i> | | <i>d. d.</i> |
| Liverpool - - - | 98 | Collected and de- livered, 12 s. 6 d. and 12 s. 9 d. | 1·16 and 1·20, but includes collec- tion and delivery. | 84 | Collected and de- livered, 11 s. 8 d. and 11 s. 11 d. | 1·23 and 1·27, but includes collec- tion and delivery. |
| Hull - - - | 141 | Carted in Birming- ham, 15 s., 2-ton lots - | 1·02 d., but includes collection. | 143 | Carted in Wolver- hampton, 45 s., 2-ton lots - | 1 d., but includes col- lection. |
| West Hartlepool - | 181 | <i>s. d.</i> 20 - S. to S., 2-ton lots. | <i>d.</i> 1·12 | 178 | <i>s. d.</i> 20 - S. to S., 2-ton lots. | <i>d.</i> 1·14 |
| | | 17 6 S to S., 4-ton lots. | ·96 | - | 17 6 S. to S., 4-ton lots. | ·97 |
| | | Imported grain, 15 s., carted in Birming- ham. | ·79 | - | Imported grain, 15 s. per ton, carted in Wolverhampton. | ·81 |
| London - - - | 111 | Collected by barge in London, 5-ton lots, and delivered. <i>s. d.</i> 13 10 | 1·17 d., but includes collection and de- livery. | 125 | Collected by barge in London, 5-ton lots, and delivered. <i>s. d.</i> 15 6 - - - | 1·20 d., but includes collection and de- livery. |
| Dunse, N. B. - - | 275 | 24 2 S. to S. 4-ton lots. | <i>d.</i> ·92 | 261 | 24 2 S. to S., 4-ton lots. | <i>d.</i> ·97 |
| Peterborough - - | 84 | 10 10 S. to S. | 1·11 | 97 | 11 8 S. to S. | 1·07 |
| Bedford - - - | 81 | 10 - S. to S. | 1·03 | 93 | 10 10 S. to S., 4-ton lots. | 1·01 |
| Cambridge - - | 107 | 15 - S. to S. | 1·34 | 119 | 15 10 S. to S. | 1·29 |
| Bury St. Edmunds, Great Eastern Rail- way. | 134 | 20 10 S. to S., 4-ton lots. | 1·59 | 146 | 21 8 S. to S., 4-ton lots. | 1·53 |

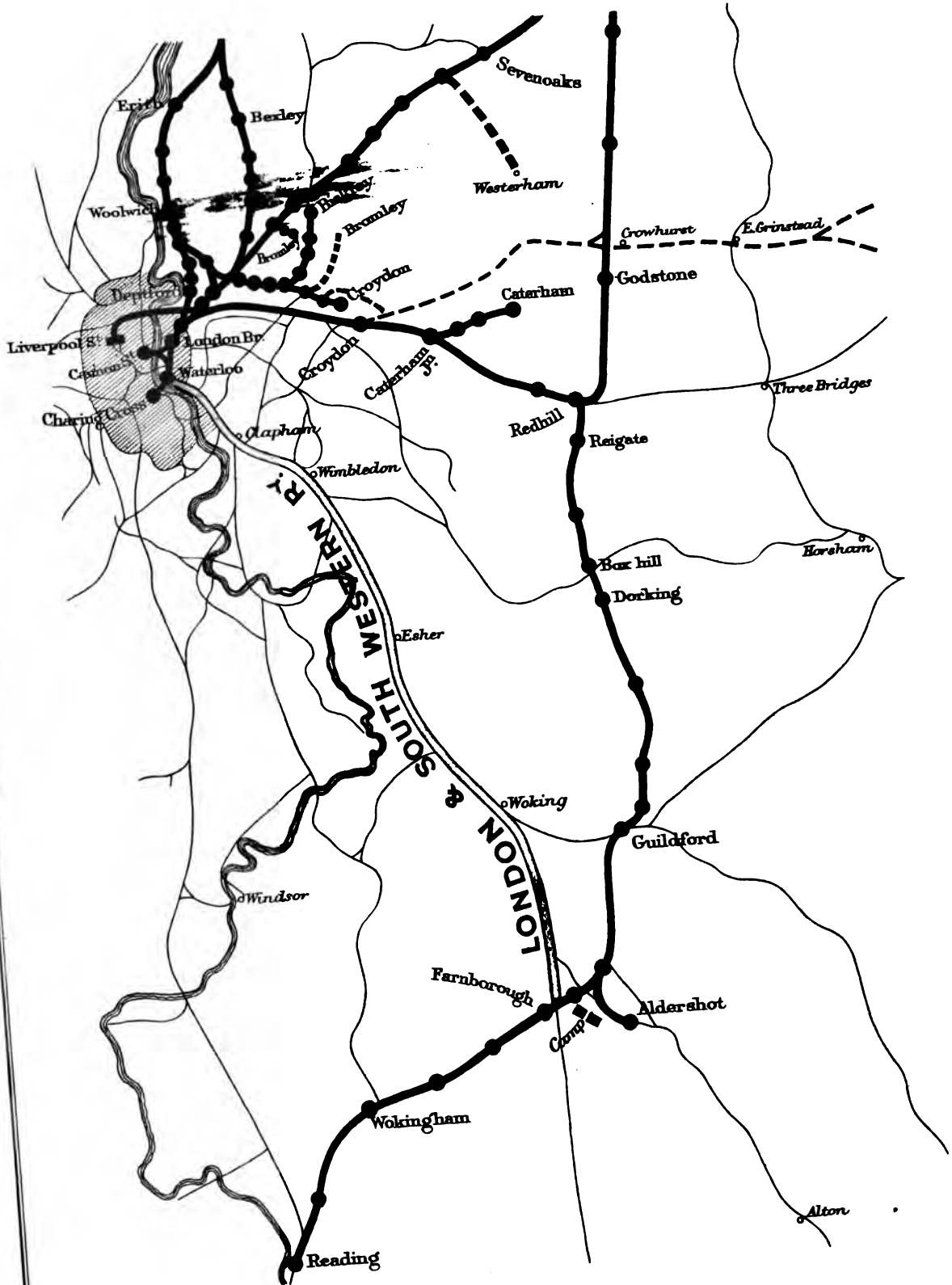
Appendix, No. 74.

PAPER put in by Mr. *T. H. Farrer*—(Question 16393).

LIST of CHAMBERS of COMMERCE Incorporated since 1867, under Section 23,
Companies Act, 1867.

| | |
|---|---|
| Belfast Chamber of Commerce. | Hull Chamber of Commerce. |
| London Chamber of Commerce. | Huddersfield Chamber of Commerce. |
| Middlesborough Chamber of Commerce. | Gloucester Chamber of Commerce. |
| Liverpool Chamber of Commerce. | Cardiff Chamber of Commerce. |
| Bristol Chamber of Commerce. | Southampton Chamber of Commerce. |
| Newcastle and Gateshead Chamber of Commerce. | London and Provincial Chamber of Com- merce. |
| Association of Chambers of Commerce of United Kingdom. | Aberdeen Chamber of Commerce. |
| Kendal Chamber of Commerce. | Dublin Chamber of Commerce. |
| Worcester Chamber of Commerce. | Sunderland Chamber of Commerce. |
| Halifax Chamber of Commerce. | Leeds Chamber of Commerce. |

(To face page 321.)



Appendix, No. 75.

PAPERS handed in by Mr. T. H. Farrer.

PAPERS relating to a JUNCTION of the SOUTH EASTERN and LONDON and SOUTH WESTERN RAILWAYS at FARNBOROUGH.

— No. 1. —

(R. 5922.)

Mr. W. J. Farrer to Board of Trade.

66, Lincoln's Inn Fields, W.C.,
3 October 1873.

Sir,

I now forward to you two petitions, both on the same subject, but proceeding from different bodies of persons aggrieved.

The grievance is one which was alluded to in Parliament last year, and was so gross as to produce some impression in the House of Commons.

The Reading, Guildford, and Reigate Railway was formed to effect junctions between the Great Western at Reading, the South Western at Farnborough, and the Brighton and South Eastern Lines at Redhill; and one of the conditions on which the Act for the line was obtained was that effective junctions should be made with the South Western at the Farnborough Station of the latter company. (*See* 9 & 10 Vict. c. 171, ss. 16-19, and s. 26.)

The latter section forbids the use of any part of the line until the Farnborough Junctions are not only completed, but opened for public traffic.

The South Eastern Railway obtained possession of the line, but has never fulfilled this obligation, and the enclosed petitions proceed, the one from the owners and occupiers of property in the districts affected; the other from the authorities of Wellington College.

The latter petition is headed by the Prince of Wales and Duke of Wellington, the Chairman and Vice Chairman of the Board of Governors, the Head Master, and all the authorities of the College.

The former by the authorities of the Staff and Military Colleges at Sandhurst, the authorities of the Broadmoor Criminal Lunatic Asylum, and all the leading gentry and tradespeople of the districts about Wellington College, Broadmoor, Sandhurst, Eversley, and Yately, all of whom have now to reach London by the circuitous route of Guildford, Dorking, and Reigate, instead of the direct route of Farnborough and the South Western.

The petitions have been entrusted to me with a request that I would bring them before your Board with a view to inquiry, and the ultimate establishment of proper correspondence between the South Eastern and South Western Railways at Farnborough.

You will see, from the scattered description of the Petitioners, that they have no point of union, except that of a common grievance; they are not, therefore, in a position to enter into a contest with the organisation and means of a powerful railway company, and can only appeal to the Board of Trade on the ground of public wrong, committed in the teeth of a solemn and direct Parliamentary engagement.

I have, &c.

(signed) William James Farrer.

The Secretary of the Board of Trade,
Whitehall.

Enclosure 1, in No. 1.

(R. 5922.)

To the Lords of Her Majesty's Most Honourable Committee of Privy Council for Trade.

The Petition of the Inhabitants of the Districts lying contiguous to Wellington College, Broadmoor, Eversley, Yateley, and Finchampstead, in Berks and Hants:

Showeth,

THAT the only direct railway route of your Petitioners to and from London is by the South Eastern line, which, after leaving Wokingham, passes the gates of Wellington College, the Military College at Sandhurst and York Town, and crosses the South Western Railway at Farnborough; it thence proceeds through Aldershot, Guildford, and Dorking, to Redhill, where it joins the main line of the South Eastern Railway Company, and communicates thence with London and Dover.

This route, which might, if a proper correspondence were in operation at Farnborough with the South Western Railway, carry your petitioners to and from London in little more than one hour, now occupies two and a half hours, owing to its circuitous route southwards through Guildford, Dorking, and Redhill. Upwards of 20 miles (more than one-third), is thus added to the length of the journey in point of distance, and more than one-third in point of

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time,

time, since, the traffic upon the lines being small, all the trains are stopping trains, whereas if a proper junction with the South Western Line were at work at Farnborough, passengers would have ready communication with London, to and from that point by fast trains.

The Act 9 & 10 Vict. c. 171, recites in its preamble that the "making of a railway from the Great Western at the Reading Station to join the London and Brighton and South Eastern Railways at Reigate, with branch railways near Farnborough to the Farnborough Station of the South Western Railway, would be of great public advantage." Sections 16 and 17 of this Act "direct these lines to be made according to the deposited plans." Section 18, "that the first branch shall diverge on the northern side of the London and South Western Railway at Farnborough, and shall terminate by a junction with the said London and South Western at the Farnborough Station of the same Railway," and Section 19 gives like directions as to the junction of the southern branch.

Section 26 orders that "no other portion of the said railway shall be open for public traffic until that portion between Reading and the Farnborough station of the London and South Western Railway shall have been first completed and opened for public traffic as aforesaid."

A junction, of which the rails are now removed, was for years in existence at Farnborough, but your petitioners believe that the only occasion on which it was ever used was to convey Her Majesty to open Wellington College. It, however, does not communicate with the Farnborough Station, and it was never opened for public traffic as required by the Act under which the said railway was created. It has therefore never carried out the condition on which the railway was permitted to exist.

Wellington College is not only now an important place, but its importance is constantly on the increase. New houses are daily being built for the convenience of persons who wish to obtain the educational advantages of the school, and for the professors and masters engaged in tuition. Many persons are otherwise employed in connection with it, and with the Government Criminal Lunatic Asylum at Broadmoor, and they are followed by the increased general population which finds its occupation in supplying their requirements. The whole of the increasing population has need of rapid and easy communication with London.

Your Petitioners therefore pray,

That your Lordships having regard to the Act 9 & 10 Vict. c. 171, above quoted, will direct an inquiry into the violations or contraventions of the Acts of Parliament mentioned in Section 6 of "The Regulation of Railways Act, 1873," committed by the South Eastern and South Western Railway Companies, or one of them.

And that your Lordships will, on the result of such inquiry, take such steps as to your Lordships shall seem meet for correcting such violations or contraventions, and for compelling the said two railway companies to make and work proper junctions at Farnborough aforesaid in correspondence with each other.

Albert Edward P. Wellington.

E. C. Wickham, Master of Wellington College.

H. W. Eve, Assistant Master at Wellington College.

A. Carr, Assistant Master at Wellington College.

C. W. Penny, M.A., Bursar and Assistant Master at Wellington College.

T. Henry Freer, M.A., Tutor and Assistant Master at Wellington College.

A. F. Griffith, M.A. (Oxon.), Tutor and Assistant Master of Wellington College.

Louisa F. Wrutham, Sandhurst Lodge.

S. N. Tebbs, M.A., Assistant Master of Wellington College.

T. D. Lester, B.A., Assistant Master of Wellington College.

J. H. Merriott, B.A., Assistant Master of Wellington College.

P. H. Kempthorne, M.A., Tutor and Assistant Master at Wellington College.

J. H. D. Matthews, M.A., Assistant Master, Wellington College.

E. Davenport, M.A., Tutor and Assistant Master of Wellington College.

Osmund Airy, M.A., Assistant Master of Wellington College.

J. Bernard Smith, B.A., Tutor and Assistant Master at Wellington College.

G. H. Whitaker, M.A., Assistant Master at Wellington College.

E. A. A. Spencer, B.A., Assistant Master at Wellington College.

T. T. Gurney, B.A., Assistant Master at Wellington College.

H. S. N. Lenny, M.A., Curate of Crowthorne.

J. Waller Spurling, M.A., Crowthorne.

Raymond Tucker, Wellington College.

A. R. Campbell-Johnston, Heatherley.

H. M. Monckton, Wellington Avenue.

Richard C. Tanner, Steward of Wellington College.

F. W. Caulfeild, B.A.

C. Spencer Smith, Accountant of Wellington College.

E. Wilton Saith, M.A., Assistant Master of Wellington College.

J. G. Barford, Surgeon, Wellington College.

W. Orange, M.D., Superintendent, Broadmoor Asylum.

David M. Cassidy, M.D., Deputy Superintendent, Broadmoor Asylum.

F. Pritchard Davies, M.B., Assistant Medical Officer, Broadmoor Asylum.

Charles T. Phelps, Steward of Broadmoor Asylum.

Thomas Edmonds.

Enclosure 2, in No. 1.

To the Lords of Her Majesty's Most Honourable Committee of Privy Council for Trade.

The PETITION of the Owners and Occupiers of Property in the districts lying contiguous to Wellington College, Broadmoor, Eversley, Yateley, and Finchampstead, in Berks and Hants :

Showeth,

THAT the only direct railway route of the inhabitants of the above districts to and from London is by the South Eastern Line, which, after leaving Wokingham, passes the gates of Wellington College, the Military College at Sandhurst, and York Town, and crosses the South Western Railway at Farnborough. It thence proceeds through Aldershot, Guildford, and Dorking to Redhill, where it joins the main line of the South Eastern Railway Company, and communicates thence with London and Dover.

This route, which might, if a proper correspondence were in operation at Farnborough with the South Western Railway, carry the above-mentioned inhabitants to and from London in little more than one hour, now occupies two and a half hours, owing to its circuitous route southwards through Guildford, Dorking, and Redhill. Upwards of 20 miles (more than one-third) is thus added to the length of the journey in point of distance, and more than one-third in point of time, since the traffic upon the lines being small, all the trains are stopping trains, whereas if a proper junction with the South Western Line were at work at Farnborough, passengers would have ready communication with London to and from that point by fast trains.

The Act 9 & 10 Vict. c. 171, recites in its preamble that the "making of a railway from the Great Western, at the Reading Station, to join the London and Brighton and South Eastern Railways at Reigate, with branch railways near Farnborough to the Farnborough station of the South Western Railway would be of great public advantage." Section 16 and 17 of this Act "direct these lines to be made according to the deposited plans." Section 18, "that the first branch shall diverge on the northern side of the London and South Western Railway at Farnborough, and shall terminate by a junction with the said London and South Western at the Farnborough Station of the same railway;" and Section 19 gives like directions as to the junction of the southern branch. Section 26 orders that "No other portion of the said railway shall be open for public traffic until that portion between Reading and the Farnborough Station of the London and South Western Railway shall have been first completed and opened for public traffic as aforesaid."

A junction, of which the rails are now removed, was for years in existence at Farnborough, but your petitioners believe that the only occasion on which it was ever used was to convey Her Majesty to open Wellington College. It, however, does not communicate with the Farnborough Station, and it was never open for public traffic as required by the Act under which the said railway was created. It has therefore never carried out the condition on which the railway was permitted to exist.

Wellington College is not only now an important place, but its importance is constantly on the increase. New houses are daily being built for the convenience of persons who wish to obtain the educational advantages of the school, and for the professors and masters engaged in tuition. Many persons are otherwise employed in connection with it, and with the Government Criminal Lunatic Asylum at Broadmoor, and they are followed by the increased general population which finds its occupation in supplying their requirements. The whole of the increasing population has need of rapid and easy communication with London.

Your Memorialists therefore pray that your Lordships, having regard to the Act 9 & 10 Vict. c. 171, above quoted, will direct an inquiry into the violations or contraventions of the Acts of Parliament mentioned in Section 6 of "The Regulation of Railways Act, 1873," committed by the South Eastern and South Western Railway Companies, or one of them.

And that your Lordships will, on the result of such inquiry, take such steps as to your Lordships shall seem meet for correcting such violations or contraventions, and for compelling the said two railway companies to make and work proper junctions at Farnborough aforesaid in correspondence with each other.

James Murray, C.B., Kits Croft, Eversley.
J. R. Bell, The Cottage, Finchampstead.
The Rev. E. St. John, Finchampstead.
J. C. Keate, Hartley Wespall.
William H. Cope, Baronet, Bramshill.
John Walter, M.P.
H. Bentinck, Major General, East-court,
Finchampstead
F. H. P. Wetherall, Finchampstead.
T. Elogy, Lt. General, Yateley.

E. B. Hamley, Col. Com. Staff Coll.
D. A. Cameron, Lt. Gen. Gov. R. M. College.
J. E. Addison, Col., R. M. College.
Alfred S. Churchill, Sandhurst.
Wm. Jas. Farrer, North Court, Finchampstead.
Thomas Bell, The Cottage, Finchampstead.
Sidney B. Farrell, Lt. Col. R.E., Sandhurst.

Edward Sturges, Rector of Wokingham.
Charles Hampton, Longdown Lodge, Sandhurst.
Harriette Blakeley, Forest End, Sandhurst.
H. W. V. Connell, Forest End, Sandhurst.
Henry Parsons, Rector of Sandhurst.
John Dowson, Douro House, Crowthorne.
W. Orange, M.D., Superintendent of the Broadmoor Criminal Lunatic Asylum.
J. T. Burt, Chaplain of the Broadmoor Asylum.
John Campbell Parson, Curate of Finchampstead.
Percy Smith, Yateley Lodge.
Geo. Mason, Manor House, Yateley.
M. W. L. Corry, Yateley.
R. Lewin, Incumbent of Yateley.
N. Whinstanley, Orsett-terrace, W.
W. M. Browne, Dean of Lismore, Eastcourt, Finchampstead.
Sam. V. Baker, West Court, Finchampstead.
C. G. Tindal, Fir Grove, Eversley.
R. Cowley Powles, Wixenford, Eversley.
John Heynes, Eversley.
Maurice Kingsley, Eversley.
William Harrison, Curate of Eversley.
Thomas Dew, Eversley.
A. G. Stapleton, Warbrook, Eversley.
Frederick Marshall, Rose Cottage, Eversley.
William Ruck, Eversley Cross.
Elizabeth Beuuchamp, The Uplands, Sandhurst.
Richard Walmsley, The Warren, Sandhurst.
Frank S. Russell, Col., Staff College.
H. E. Wood, Staff College.
E. Clayton, Lt. R.A., Staff College.
E. Stanley Creek, Capt. Royal Welsh Fusiliers.
Edward J. Lugard, Lt. 1/4th Regt.
J. Lester Toke, Heathcote, Cambridge Town, York Town.
H. Schaw, Lt. Colonel, R.E., Staff College.
G. Philips, Major, R.E., R. M. College.
Chas. Wriket, R. M. College.
Richard Withers, jun.
Thomas Ellis, jun.
Jno. Russell, York Town.
R. P. Over, York Town.
James C. Thom, York Town.
John Farrell, York Town.
James Street, York Town.
Mark Davis, York Town.
Joseph Hillier, York Town.
W. A. Christmas, York Town.

Wm. Kent, York Town.
Edward James Ellis, York Town.
Edward Hyde, York Town.
G. Edwards, jun., York Town.
Alfred Hughe Claypole, York Town.
Henry Mason, York Town.
George W. Mason, York Town.
Arthur Butler, 1st Life Guards.
Charles G. Lascelles, Royal Horse Guards.
Walter S. D. Liardet, 1/17th Regt.
J. R. Coleman, 2/22nd Regt.
G. F. Webster, 80th Regt.
Frederick Perry.
Henry Harris.
Ellis Ellis.
T. R. Jones, Prof. Geol., Staff College.
Wm. Paterson, Major, Royal Military College.
Edmund Atkinson, Professor in the Staff College.
William Webb, York Town.
Alfred Bunyhurst, York Town.
Jno. S. Relf, York Town.
C. J. Hutton, York Town.
Hantrie West, York Town.
Solomon Broatman.
George Tubb.
Augustin B. Fry, Surgeon, York Town.
Fred W. Look, York Town.
Richd. Crewdson, York Town.
James Kent, York Town.
H. Ferguson, York Town.
Richd. Withers, sen., York Town.
C. Cooper King, 16, R. M. College-terrace, York Town.
H. M. Ridley, 17th Hussars.
W. Russell, 9th Lancers.
J. Foster, Gren. Gds.
Arthur Gould Bays.
William W. Lean, 68th Regt.
Archibald A. Bruce, 17th Regt.
A. G. Scriven, 52nd Lt. Infantry.
E. H. Dawnay, Coldstream Gds.
L. E. Stanhope.
F. A. C. Amcotts, 5th D. G.
V. J. Dawson, Cold. Gds.
Reginald Chundos Pole, Gren. Gds.
Thomas Wood, Gren. Gds.
H. Monck, Cold. Gds.
E. H. Molesworth, 14th Regt.
Geo. Clarke, York Town.
Thos. Turner, York Town.
C. Stallwood, York Town.
J. G. Grove, Finchampstead.
Jno. Kelsey, Finchampstead.
Robert Kelsey, Finchampstead.

— No. 2. —

(R. 5922.)

MINUTE by Mr. Farrer to the Board of Trade.

THE evil complained of is precisely of the kind which the Act of last Session was intended to remedy, viz., the default of two railway companies in making a proper junction and forwarding traffic from one to the other. The only peculiarity is that the duty of making and opening this junction was thrown upon the companies specially by their private Acts. A clause was proposed in the House of Lords, to make it clear that the new Commissioners were to have jurisdiction to deal with such a case, which would undoubtedly have been carried, and which was unadvisedly, in my opinion, not adopted, simply because Mr. Macnamara and the Solicitor General thought that the Commissioners would have jurisdiction without any such clause.

Under these circumstances we must assume that the Commissioners have jurisdiction.

But then a further difficulty arises. What part are the Board of Trade to take in the matter? The persons complaining may undoubtedly apply to the Commissioners themselves, but they are not organised for the purpose; they have no common funds; and they distinctly ask the Board of Trade to inquire and to take such steps as may be necessary. This means that the Board of Trade are to take the part of public prosecutors, and are to spend public money in prosecuting cases before the Commissioners. A very serious question is thus raised; viz., are the Board of Trade to interfere, and if so, in what cases?

On the one hand, I see great difficulties in so doing. What is a public grievance in which they should interfere, as distinguished from a private grievance,—to be left to individuals? Are they to spend public money where there is a powerful and wealthy body, *e.g.*, a municipal corporation, able to do so? If not, are they to interfere wherever there is a considerable grievance, but no organisation of protecting the public? What will the cost to the Exchequer be? Shall we not get involved with railway squabbles to the detriment of public administration?

On the other hand, the Act will be a dead letter in many of the most important cases, unless the Government do so interfere; and any such failure will bring us nearer to the question of Government purchase of railways. Individuals are really quite helpless against these great corporations, and to say that the Commissioners Court is open to them is the old story of saying that the London Tavern is open to all men. Further, the Act, sec. 6, expressly provides that "Upon the certificate of the Board of Trade alleging any violation or contravention of the Traffic Act, any person appointed by the Board of Trade may apply to the Commissioners," words which were deliberately inserted with the view of enabling the Board of Trade to prosecute, and which will be without effect if they never do so.

It is a most difficult question, and it is curious, as Mr. Fortescue will see, that is raised for the first time by my brother who sends these petitions.

8 October 1873.

(signed) T. H. F.

— No. 3. —

(R. 5922.)

Board of Trade to the London and South Western and South Eastern Railway Companies.

Sir,

Board of Trade, Whitehall Gardens,
13 October 1873.

I AM directed by the Board of Trade to transmit to you herewith copies of two Memorials which they have received from the inhabitants and from owners and occupiers in the district lying contiguous to Wellington College, Broadmoor, and other places in Berks and Hants, praying that an inquiry may be instituted into the alleged violation or contravention of the Acts of Parliament mentioned in Section 6 of the Regulation of Railways Act, 1873, committed by the South Eastern and South Western Railway Companies, or one of them, by their having failed to construct and work proper junctions at Farnborough, as required by the Act 9 & 10 Vict. cap. 171.

Before replying to the Memorialists, the Board of Trade will be glad to be furnished with any observations which the directors of your company may desire to make upon the subject of the Petition.

I am, &c
(signed) T. Gray.

The Secretary,
London and South Western Railway Company,
South Eastern Railway Company.

— No. 4. —

(R. 6312.)

The Secretary to the London and South Western Railway to Board of Trade.

London and South Western Railway,
Secretary's Office, Waterloo Bridge Station, S.E.,
24 October 1873.

Sir,

Your letter of 13th October ("R. 5922") has been under the consideration of the directors, and I am instructed to inform you that the two memorials which accompanied it refer to matters not under the control of this company, and as respects which they have imperfect knowledge, and under no Parliamentary or other obligation.

The Reading, Guildford, and Reigate Railway is, and, virtually, always has been merged in the South Eastern Railway Company's system (although not originally so intended), and the London and South Western Railway Company are not in any respect responsible either

for its construction or its working and management, and no obligation as respects junctions near to, or at the Farnborough Station, has ever been imposed upon the South Western Company.

The directors are of course aware that no proper junction exists between the Reading, Guildford, and Reigate Railway, and the South Western Railway, at or near the Farnborough Station; but a line of rails did exist, which formed a connection between the two lines, in a very inconvenient manner, at a point about three-quarters of a mile east of the South Western Company's Farnborough Station, at which point there is no station or junction.

That connecting line was constructed by the Reading, Guildford, and Reigate, or South Eastern Railway Companies, and the South Western Company never had any obligation in respect of it, or any powers of user.

Even if its user by the South Eastern Company were practicable, the South Western Company would very much object to be compelled to stop their trains at a point so near to their Farnborough Station, to interchange traffic and vehicles, and no accommodation for such interchange exists.

In the last Session of Parliament the South Western Company obtained an Act to construct a new line of railway from Ascot to their main line near Farnborough Station, and to their Aldershot branch, which new line will pass through a portion of the district in which the memorialists reside, and it is hoped that the construction of that new line will, to a considerable extent, increase the railway accommodation for that district.

The Assistant Secretary,
Railway Department, Board of Trade.

I am, &c.
(signed) *Frederick Clarke*,
Secretary.

— No. 5. —

(R. 6312.)

Board of Trade to the Secretary of the South Eastern Railway Company.

Board of Trade, Whitehall Gardens,
12 November 1873.

Sir,

I AM directed by the Board of Trade to remind you that they have not received any reply from your Company to their letter of the 13th October, with reference to the memorials of the inhabitants, owners, and occupiers, in the district lying contiguous to Wellington College, on the subject of the junctions at Farnborough required by the Act 9 & 10 Vict. c. 171, and I am to request that you will be good enough to move the directors of the South Eastern Railway Company to furnish this department with any observations they may wish to make respecting the memorials as soon as possible.

The Secretary, South Eastern Railway Company.

I am, &c.
(signed) *T. Gray*.

— No. 6. —

(R. 6831.)

Mr. *W. J. Farrer* to Board of Trade.

66, Lincoln's Inn Fields, London, W.C.,
14 November 1873.

Sir,

I AM very much obliged by the copy of the letter from the South Western Railway, dated 24th October, which has been forwarded to me on behalf of those who signed two memorials presented to the Board of Trade on 5th October last.

It is true that the Reading, Guildford, and Reigate line has been merged in the South Eastern Railway, and that the South Western is under no obligation to make a junction with it at the Farnborough Station.

The South Western Railway is, however, under obligation to facilitate the making of such junctions in accordance with 9 & 10 Vict. c. 171, ss. 18 & 19, as set forth in the memorials.

Since the South Western Railway was already formed when the Reading, Guildford, and Reigate line was promoted in Parliament, the obligation of making the junction properly lies upon the company which was then seeking its Act, but the whole scope of that Act (9 & 10 Vict. c. 171) shows that the object proposed by the Promoters, and sanctioned by Parliament, was the creation of a line which should form junctions with the Great Western, South Western, South Eastern, and Brighton lines, and that of these junctions, those at Farnborough were specially insisted upon by Parliament, since s. 26 prohibits the opening or use of any other portion of the line till these junctions were completed and opened for public traffic.

It is true that a connection was made between the two railways at a point about three-quarters of a mile east of the South Western Company's Farnborough station, and that this

this line was made by the South Eastern Company. But this connection was made for the special purpose of conveying Her Majesty to open Wellington College, and was not such a connection as was directed by Parliament, because it was not a connection with the Farnborough Station, but with a point distant three-quarters of a mile from that station.

It is possible that the connection was thus made for the purpose of evading the company's obligation of making the two station junctions prescribed by Parliament.

That connecting line is no doubt a very inconvenient one, has only been used, as we have said before, on two occasions, and its rails have now been taken up.

Permit me to point out that any discussion as to this connection would, in fact, only serve to distract the attention of the Board of Trade from the point really at issue. What Parliament directed was that the Reading, Guildford, and Reigate Railway Company (now the South Eastern Company), should make two junctions with the South Western Railway Company on the north and south sides of their line at their Farnborough Station, and at no other point.

If such junctions were made there would be no place for the argument that the connection was inconvenient. What would have proved an inconvenience had the connection ever been used was the making the junction not at the Farnborough Station, but at a point three-quarters of a mile distant from it.

The South Western Company did obtain an Act in the last Session of Parliament for a new line from Ascot to their main line near Farnborough Station. But this line will not help the greater part of the districts injured by the omission of the South Eastern Company to fulfil their obligations. It will not, in fact, help Wellington College, Broadmoor, Finchampstead, Eversley, or Yateley at all, and it will help Sandhurst but very little, since the line itself will be circuitous, running as it will to Ascot; and the trains upon it, as now upon the Staines, Wokingham, and Reading line, will all be slow ones.

That this is the feeling of Sandhurst and York Town is proved by the large number of signatures to the memorials from those districts.

The Secretary of the Board of Trade,
&c. &c. &c.,
Whitehall, S.W.

I am, &c.
(signed) *Wm. Jas. Farrer.*

— No. 7. —

(R. 6631.)

Board of Trade to the Secretary of the South Eastern Railway Company.

Sir,

Board of Trade, Whitehall Gardens,
25 November 1873.

WITH reference to the letters from this Department, dated the 13th October and the 12th instant, on the subject of the Farnborough Junctions, I am directed by the Board of Trade to request that you will be good enough to inform them when the observations of the South Eastern Railway Company on the memorials from the inhabitants of the districts are likely to be received.

I am, &c.
(signed) *W. R. Malcolm.*

The Secretary, South Eastern Railway Company.

— No. 8. —

(R. 7104.)

The Secretary to the South Eastern Railway to the Board of Trade.

South Eastern Railway, Secretary's Office,
London Bridge Station, London, S.E.,
28 November 1873.

Sir,

I AM directed to reply to your letter of the 13th October, upon the subject of a junction between the Company's Reading line and the South Western Railway at Farnborough.

The Directors are advised that whatever obligations may have been imposed upon the Reading and Reigate Company, with respect to such junction, none ever devolved upon the South Eastern Company.

But even if it were admitted that this Company did originally incur some obligations in the matter, the Directors consider that they are entirely relieved from them by the length of time which has elapsed and by the altered state of things now existing with respect to railway communications in the district referred to.

The Assistant Secretary,
Railway Department, Board of Trade.

I have, &c.
(signed) *John Shaw, Secretary.*

— No. 9. —

(R. 7104.)

Board of Trade to Mr. W. J. Farrer.

Board of Trade, Whitehall Gardens,
2 December 1873.

Sir,

WITH reference to previous correspondence on the subject of the Memorial of the inhabitants and others, in the district in the neighbourhood of Wellington College, respecting the obligations imposed by Parliament upon the South Eastern and South Western Railway Companies with regard to the formation of junctions at Farnborough Station, I am directed by the Board of Trade to transmit to you herewith a copy of the reply of the South Eastern Company, and I am to request that you will be good enough to submit to this Department any observations which the Memorialists may desire to make thereon.

William J. Farrer, Esq., 66, Lincoln's Inn Fields.

I am, &c.
(signed) W. R. Malcolm.

— No. 10. —

(R. 7575.)

Mr. W. J. Farrer to Board of Trade.

66, Lincoln's Inn Fields, London, W.C.,
December 1873.

Sir,

I BEG to acknowledge the receipt of your letter, enclosing a copy of one dated 28th November 1873, from the South Eastern Railway, in answer to the petition of the inhabitants of the district surrounding Wellington College, York Town, &c.

That letter takes two grounds:—

1. That whatever obligations may have been imposed upon the Reading, Guildford, and Reigate Company, none whatever devolved upon the South Eastern Company.
2. That if the South Eastern Company did originally incur some obligation, the Directors consider they are entirely relieved by length of time and the altered state of things now existing in the district.

The South Eastern Company therefore do not dispute that the Reading, Guildford, and Reigate Company (of whose undertaking they took a transfer) were under very stringent obligations to make the junctions now sought; but they deny that those obligations devolved upon their own body when they took a transfer of the Reading, Guildford, and Reigate line.

You will, no doubt, remember that the Act for establishing the original line is 9 & 10 Vict. c. 171, and that the obligations involved are contained in the Clauses 18, 19, 20, 26, 45, 46, and 47.

The Act for transferring the Guildford and Reigate line to the South Eastern is the 15 Vict. c. 103. By Section 3 the Reading company is dissolved, and their entire undertaking vested in the South Eastern Company. By Section 11 it is provided that it shall not be incumbent on the South Eastern Company to construct any works under the Reading Acts not already constructed, and which, if they had not been passed, the Reading Company would not have been compellable to construct. Section 12 declares that, notwithstanding the Guildford and the Reading Acts, all contracts and agreements entered into by the Reading company should be valid as against the South Eastern Company; and Clause 54 expressly re-enacts all those clauses in the original Act (9 & 10 Vict. c. 171, ss. 20, 21, 46, and 47), which among other things prescribe in detail the mode of effecting the junctions at Farnborough, and the respective rights of the two companies at the junctions.

Under these circumstances the memorialists think it clear that the Amalgamation Act of 1862 did contemplate and renew the obligation of the South Eastern Company to carry out the works directed by the original Act of the Reading, Guildford, and Reigate Railway.

The junctions at Farnborough were works which the Reading Company was compellable to construct, and the obligation devolved on the transferee company under Sections 11 and 12. But even if this transferring Act had not expressly contemplated and renewed the obligation, I submit, with great confidence, that no railway company can take the transfer of another railway without becoming, *ipso facto*, liable to the obligations and conditions imposed by Parliament on the original undertaking.

But further, apart from original or renewed Parliamentary obligations, one of the objects aimed at by Parliament in establishing the court of the Railway Commission was to compel companies which come into contact with each other to work in correspondence.

The case, therefore, of your memorialists is one in which the Commissioners may properly exercise their powers of compelling traffic correspondence, independently of express original or renewed Parliamentary obligations.

For these reasons your memorialists submit that there is no substantial ground for the contention of the South Eastern Railway Company, that they have been relieved from the original conditions imposed upon the Reading, Guildford, and Reigate Company.

The

The South Eastern Company contend that they are relieved by lapse of time and the altered state of circumstances. But, again, your memorialists submit that lapse of time cannot bar their rights.

Hitherto they have had no means of making known their wrongs. They are a number of individuals scattered over large districts, with no point of unity or organization, and they have been obliged to keep silence, because they knew not where to turn for redress.

Now that a Board of Commissioners is appointed whose duty it is so to control the action of railway companies as to make them work for the benefit of the public, they trust that your honourable Board will enforce the conditions imposed by Parliament. In the districts themselves there is no alteration in the state of things, beyond the fact that population has grown, and that injuries are perhaps more keenly felt than formerly.

The Assistant Secretary of the
Board of Trade, Railway Department.

I am, &c.
(signed) *William James Farrer.*

— No. 11. —

MEMORANDUM left by Mr. *W. J. Farrer*, as to the PETITION of the INHABITANTS of WELLINGTON COLLEGE, and the surrounding Districts.

THIS Petition rests firstly, and principally, upon the General Railway Traffic Act of 1854 as amended by the Railway and Canal Traffic Act of 1873, on the ground that the South Eastern and South Western Railways come into contact with each other at Farnborough, and do not correspond, though they ought to do so.

It is, therefore, within the general jurisdiction of the Railway Commissioners to compel such correspondence.

But the Petitioners, in addition to this general ground, rely further upon the obligations contained in 9 & 10 Vict. c. 171, quoted in the Petition, under which the Reading, Guildford, and Reigate Company was bound to make the two junctions at Farnborough, as indicated in the Petition.

It is understood that doubt has been suggested as to the obligatory nature of the provisions in the Reading, Guildford, and Reigate Act, owing to the second clause of the 15 Vict. c. 103 (the Amalgamation Act of the South Eastern with the Reading, Guildford, and Reigate Railway).

But the repealing clause must be taken with the preamble relating thereto. That preamble is in the following words:—

“Whereas, in order to avoid inconvenience arising from several private Acts relating to the same purposes being in force at the same time, it is expedient that the Reading Acts be repealed, and that some of the powers and provisions thereof be amended and re-enacted, or continued by this Act.”

Then (after Clause 1, relating to the name) follows the repealing clause:—

“That from and after the passing of this Act, but subject to the provisions thereof, the Reading Acts are hereby repealed.”

The repeal in question, therefore, was intended to apply only to those parts of the Act which run on all fours with similar provisions in the South Eastern Acts, and was not intended to repeal the special obligations of the Reading, Guildford, and Reigate Railway.

In the original Reading, Guildford, and Reigate Act, 9 & 10 Vict. c. 171, Clause 20 directed the mode in which the Reading, Guildford, and Reigate Line should make its junctions with, amongst others, the London and South Western Railway.

Clause 21 secured the rights of the London and South Western Railway Company at such junctions.

Clause 46 limited the power of the South Eastern to interfere with the South Western Railway Company at the junctions.

Now all these Clauses are re-enacted by Clause 54 of the Amalgamation Act, 15 Vict. c. 103, s. 54, and it is clear that these clauses can refer to the junctions at Farnborough alone, for the following reasons:—

There are but two other points (besides Farnborough) at which the South Eastern Railway Company comes in contact with the lines owned or worked by the South Western. The one is at Wokingham, where the Staines, Wokingham, and Woking Line, now worked by the South Western, has running powers over the South Eastern Line. But the Act for this line was obtained by a separate company, called the “Staines, Wokingham, and Woking Company,” in 1853, and the line was then, and still is, called the “Staines, Wokingham, and Woking Railway.”

Now, as the Amalgamation Act of the South Eastern Railway with the Reading, Guildford, and Reigate Line was obtained in the year 1852, and the junctions therein referred to are junctions with “The South Western,” it is clear that the junctions referred to cannot be those with the Staines, Wokingham, and Woking Line at Wokingham.

The other point at which the two systems of the South Eastern and the South Western Companies infringe on one another is at Ash, on the Farnham and Alton branch of the South Western. The Act for this branch was obtained in 1846, but in this case, as in the Wokingham one, the South Eastern was the original and principal line over which the South Western, as an intruder, was seeking accommodation, so that in these cases it did not lie within the power of the South Western to claim protecting privileges. Now the provisions quoted and re-enacted in 15 Vict. c. 103, are all provisions for protecting the South Western, as the principal line, against the intrusion of the South Eastern, so that they can only refer to a case in which the South Western was the principal, and the South Eastern the intruding line; and this state of circumstances occurs at Farnborough, and Farnborough only. The provisions, therefore, quoted and re-enacted in 15 Vict. c. 103, s. 54, can refer only to the junction at Farnborough. Again, if anything more were needed, the junction at Ash was on a line then called "The South Western, Farnham, and Alton Branch," not on the line called "The South Western" generally. But the provisions in 15 Vict. c. 103, s. 54, protecting the South Western, all refer to the "South Western" generally, and do not mention the Farnham and Alton Branch. Hence, again, they can only refer to the junctions at Farnborough; so that it is clear that the junctions for which provision is made in the Amalgamation Act were not intended by Parliament to apply to any other junctions than those at Farnborough.

On the whole, therefore, the petitioners rest their case:—

1st. On the general regulations contained in the Railway Traffic Acts, and—

2nd. They fortify this position by the special enactment of the Reading, Guildford, and Reigate Act, and maintain confidently that those special provisions are re-enacted by the Amalgamation Act of 1852.

January 1874.

— No. 12. —

CASE for the OPINION of the SOLICITOR GENERAL.

Two memorials have been presented to the Board of Trade from His Royal Highness the Prince of Wales and other Governors and Masters of Wellington College, and from owners and occupiers of property in the neighbourhood of the college, complaining of an alleged violation by the South Eastern and South Western Railway Companies of the provisions of the Statute 9 & 10 Vict. c. 171 (Local and Personal).

By this Statute the Reading, Guildford, and Reigate Railway Company were empowered to construct a railway from the Great Western Railway at Reading to join the London and Brighton and South Eastern Railways, in the parish of Reigate, with such branches as hereinafter particularly mentioned.

The branches are described as follows in Sections 18 and 19 of the above-named Act:—

Section 18. "Be it enacted that the first of the said intended branches of railways shall diverge from and out of the said intended railway on the northern side of the London and South Western Railway, in the parish of Farnborough, in the county of Southampton, and shall pass in or through and shall terminate within the same parish by a junction with the said London and South Western Railway at or near to the Farnborough Station of the same railway."

Section 19. "And be it enacted that the second of the said branches of railways shall diverge from and out of the railway on the southern side of the said London and South Western Railway, in the said parish of Farnborough, in the said county of Southampton, and shall pass in or through and shall terminate within the same parish by a junction with the said London and South Western Railway at or near to the said Farnborough Station of the same railway."

Section 26 of the same Act provides: "*That no other portion of the said railway shall be opened for public traffic until that portion between Reading and the Farnborough Station of the London and South Western Railway shall have been first completed and opened for public traffic as aforesaid.*"

The allegation of the memorialists is, that this proviso has never been carried out, and it is admitted by the companies that, although works were executed, and for some short period junction lines were laid down from the Reading, Guildford, and Reigate Railway to the South Western line at some little distance from the Farnborough Station, the junction was never opened for public traffic, and the rails have long since been removed.

In the year 1852 the undertaking of the Reading, Guildford, and Reigate Railway Company was transferred to the South Eastern Railway Company by the South Eastern and Reading, Guildford, and Reigate Railways Amalgamation Act, 1852, 15 Vict. c. 103 (Local and Personal).

By this Act all the Acts of the Reading Company were repealed, with the exception of certain sections, which are specially re-enacted in the Amalgamation Act.

Section 3 of the last-named Act provides: "*That from and after the passing of this*

this Act, the Reading Company shall be dissolved, and, subject to the powers and provisions of this Act, all the undertaking, estates, property, and effects whatsoever of that company already demised to the South Eastern Company, and all the capital and all other property and effects, and all the estates, rights, and interests, authorities and privileges, both at law and in equity, and otherwise howsoever of the Reading Company, shall respectively remain and be transferred to and vested in the South Eastern Company absolutely and for ever, and shall be deemed part of the original undertaking of that company."

Sections 10 and 11 of the same Act provided as follows:—

Section 10. "That from and after the passing of this Act, the South Eastern Company may from time to time complete, repair, and maintain the Reading Railway and the works and conveniences thereof."

Section 11. "Provided always that it shall not be incumbent on the South Eastern Company to construct any part of the railways and works by the Reading Acts or any of them authorised which is not already constructed, *and which, if this Act had not been passed, the Reading Company would not be compellable to construct*; and that this Act shall not extend the respective periods by the Reading Acts limited, for the compulsory purchase of land and for completing the railways and works by those Acts authorised."

With respect to the provisions in favour of particular parts of the Reading Acts, it is enacted as follows in Section 54 of the same Act:—

"That notwithstanding the repeal of the Reading Acts, it is enacted that the several sections and provisions cited in this section of those Acts shall respectively, so far as the same are immediately before the passing of this Act in force, remain in force, and this Act and the several powers and provisions thereof shall accordingly be in all respects subject and without prejudice to those cited sections and provisions respectively; and this Act or anything therein contained shall not (except only as regards the interpretation provided for by this section) alter, interpret the meaning of, or otherwise affect those cited provisions or any of them: Provided always, that the expression, 'the company,' and all words and other expressions relating to the Reading Company in those cited sections and provisions or any of them contained, shall, after the passing and for the purposes of this Act, mean the South Eastern Company, and those cited sections and provisions shall have effect, and be observed accordingly, to wit: 9 & 10 Vict. c. 171, ss. 20, 21, 46, 47, 48, 49, and 10 & 11 Vict. c. 241, s. 16, and 12 & 13 Vict. c. 28, ss. 13, 14, 15, 16, 17.

Some of these re-enacted sections, especially 12 & 13 Vict. c. 28, s. 13, appear to have reference to the possible construction of the junctions at Farnborough, but it will be observed that Sections 16 to 19 of the 9th & 10th Vict. c. 171, which authorise the construction of the branch lines, and Section 26 of the same Act, which contains the proviso with respect to the opening of the junction lines, are not re-enacted.

If the application of the memorialists were entertained, it would, probably, be necessary to take the case before the Railway Commissioners constituted under the Railway and Canal Traffic Act, 1873, as being a case in which the company "fail to afford reasonable facilities for the receiving and forwarding and delivering of traffic, &c.," according to their "powers" (see Section 2, Railway and Canal Traffic Act, 1854, and Section 6, Railway and Canal Traffic Act, 1873).

But under the above-mentioned circumstances the Board of Trade are in doubt whether there is any obligation still existing upon the South Eastern Railway Company to construct the branches aforesaid, or even any power to make them so as to bring the company within the jurisdiction of the Railway Commissioners.

By the Memorandum, dated January 1874, the memorialists appear to contend that even supposing the powers and obligation to construct the branches under the special Act to have lapsed, the Railway Commissioners have jurisdiction under the General Railway and Canal Traffic Act to make an order upon the two companies to give through communication over their respective lines at Farnborough.

Your opinion is, therefore, requested upon the following point:—

Whether the obligation imposed upon the Reading Company by Sections 16, 19, and 26 of the Statute 9 & 10 Vict. c. 171 (Local and Personal), to construct and open for public traffic the branches at Farnborough Station has been transferred to the South Eastern Company and still exists, or whether the obligation and the power to construct them have been done away with by the repeal of the Reading Acts as above mentioned.

And further, supposing the obligation and power to have lapsed, whether the Railway Commissioners are empowered by the General Railway and Canal Traffic Acts, 1854 and 1873, to make an order upon the companies, requiring them to give through communication over their respective lines at Farnborough, even though the works necessary to effect such communication may be non-existent or incomplete.

Copies of the memorials, and of the replies of the companies and of the rejoinder of the memorialists, are sent herewith.

OPINION.

That we are disposed to think that there is no subsisting legal obligation on the South Eastern Company to make the junction in question, but that it appears to us to be unnecessary to determine this point, because, in our opinion, the Railway and Canal Traffic Acts, 1854 and 1873, have no application in a case where the lines of railway communication do not exist, or are substantially incomplete.

Temple, 13 February 1874.

(signed) *Henry James.*
W. V. Harcourt.

— No. 13. —

(R. 1344.)

Board of Trade to Mr. *H. T. Macnamara.*

Board of Trade, Railway Department, London,
21 February 1874.

Sir,

I AM directed by the Board of Trade to transmit to you herewith the opinion of the law officers upon an application which has been submitted to them with reference to an alleged failure of the South Western and South Eastern Railway Companies to carry out the requirements of the Reading, Guildford, and Reigate Railway Act, 9 & 10 Vict. c. 171, together with all the papers in the case.

H. T. Macnamara, Esq.,
Railway Commission, House of Lords.

I am, &c.
(signed) *W. R. Malcolm.*

— No. 14. —

(R. 1344.)

Board of Trade to Mr. *W. J. Farrer.*

Board of Trade, Whitehall Gardens,
7 March 1874.

Sir,

WITH reference to two petitions which were forwarded by you from the inhabitants of the districts lying contiguous to Wellington College, Broadmoor, Eversley, Yateley, and Finchampstead, in Berks and Hants, praying that the Board of Trade would take such steps as should seem meet for correcting certain violations or contraventions of the Acts of Parliament mentioned in Section 6 of the Regulation of Railways Acts, 1873, which are alleged to have been committed by the South Eastern and the London and South Western Railway Companies, and for compelling the aforesaid companies to make and work proper junctions at Farnborough in correspondence with each other, I am directed by the Board of Trade to acquaint you, for the information of the petitioners, that the Board of Trade, on the 16th January last, submitted a case for the opinion of the law officers of the Crown as to whether there is any subsisting legal obligation on the South Eastern Railway Company to make a junction with the line of the London and South Western Railway Company at Farnborough Station, and that having received an opinion from the law officers that there is no such obligation, the Board of Trade feel themselves compelled to decline to accede to the prayer of the petitioners.

I am to add that if you wish to see a copy of the case and opinion referred to, a copy shall be sent to you.

William James Farrer, Esq.,
66, Lincoln's Inn Fields, W.C.

I am, &c.
(signed) *W. R. Malcolm.*

— No. 15. —

(R. 1955.)

Mr. *W. J. Farrer* to Board of Trade.

66, Lincoln's Inn Fields, London,
11 March 1874.

Sir,

I AM much obliged, on behalf of the inhabitants of the district affected, by your letter of the 7th March.

I should be very glad to see a copy of the case and opinion of the law officers of the Crown, if you will kindly have one sent to me.

W. R. Malcolm, Esq.,
Board of Trade (Railway Department),
Whitehall.

I am, &c.
(signed) *Wm. Jas. Farrer.*

— No. 16. —

(R. 1955.)

Board of Trade to Mr. *W. J. Farrer*.Board of Trade, Whitehall Gardens,
14 March 1874.

Sir,
I AM directed by the Board of Trade to transmit to you, as requested by your letter of the 7th instant, the opinion of the law officers of the Crown, and the papers in connection therewith, in the matter of the Farnborough Junction.

I have to request that the papers may be returned.

W. J. Farrer, Esq.,
66, Lincoln's Inn Fields, W.C.

I am, &c.
(signed) *W. R. Malcolm.*

— No. 17. —

(R. 4157.)

Mr. *W. J. Farrer* to Board of Trade.66, Lincoln's Inn Fields, London,
28 May 1874.

Sir,
REFERRING to your letter of the 7th March, I have to regret its remaining so long unanswered. This has arisen partly from an attack of illness, and partly from delay in obtaining the opinion of two leading lawyers on the liability of the companies.

To say the truth, I did not feel altogether satisfied with the opinion you were good enough to forward to me, of which I need merely point out one result: this is, that taking that opinion to be correct, if two companies ran their trains into the same station and within six feet of each other, it would be beyond the power of the Railway Commissioners to order them to make a junction and work in correspondence. Such a consequence seems so approved to the objects of Parliament in passing the Railway Traffic Acts that I felt the present case demanded some further consideration.

I therefore sent the case, after adding some few additional paragraphs which I thought necessary to make the statements complete, to Mr. Lindley and Mr. Bowen (of the Chancery and Common Law bars, respectively), who have taken great pains with the subject, both by themselves and in their consultations. I venture to forward a copy of the case submitted to them, together with their opinion thereon, and to express a hope that the Board of Trade will yet step forward to protect the public by insisting on the two companies working the junction at Farnborough, which was made, and still exists, though now disused. This, counsel thinks, is within the Commissioners' powers, and, if insisted on, would probably lead to the construction of a still more perfect junction at Farnborough Station.

The case is evidently one that calls for the interference of a department of Government, *i.e.*, of a body which the railway companies well know will not be driven from its object by fear of the power and the wealth of the opponents with which it may have to contend.

The local public that is injured is widely scattered, and has no point of union, organization, or funds, by means of which to defray an expensive contest. Were the petitioners complainants, the railway companies well know that if they could only keep them at arm's length for a certain time, the means of carrying on the contest would fail, and the wrong would be perpetuated.

The case is one in which the companies have deliberately committed a twofold wrong, by evading two separate obligations; the first imposed by Parliament in 1846, the second voluntarily undertaken in 1849, and they now rely for complete escape upon their past immunity.

I hardly suppose that the question of expense is one on which the Lords of the Privy Council will feel a difficulty; yet some of those who have been injured authorise me to say, that if their Lordships desire a guarantee to a sum of limited amount (say 50 *l.*), or perhaps even more, and will write me a letter expressing such a wish, they will give the required guarantee.

The Secretary of the Board of Trade,
Whitehall.

I am, &c.
(signed) *Wm. Jas. Farrer.*

— No. 18. —

CASE for the OPINION of Mr. Charles Bowen.

Two memorials have been presented to the Board of Trade from His Royal Highness the Prince of Wales and other governors and masters of Wellington College, and from owners and occupiers of property in the neighbourhood of the college, complaining of an alleged violation by the South Eastern and South Western Railway companies, as well of the provisions of the general statutes relating to railways and canals, 1854 and 1873, as of the special provisions of the Statute 9 & 10 Vict. c. 171 (Local and Personal).

The case, so far as relates to this last, is as follows :—

By the Statute in question the Reading, Guildford, and Reigate Railway Company were empowered to construct a railway from the Great Western Railway at Reading to join the London and Brighton and South Eastern railways in the parish of Reigate, with such branches as are hereinafter particularly mentioned.

The Preamble (setting forth the object of the Act) declares that the making of a railway from the Great Western Railway, at or near the Reading Station of the said railway, in the county of Berks, to join the London and Brighton and South Eastern Railways, in the parish of Reigate, in the county of Surrey, with branch railways from the main line at or near Farnborough, in the county of Southampton, to the Farnborough Station of the London and South Western Railway, in the same county, would be of great public advantage. The branches are described as follows, in Sections 18 and 19 of the above-named Act:

Section 18. "Be it enacted that the first of the said intended branches of railways shall diverge from and out of the said intended railway on the northern side of the London and South Western Railway, in the parish of Farnborough, in the county of Southampton, and shall pass in or through and shall terminate within the same parish by a junction with the said London and South Western Railway, at or near to the Farnborough Station of the same railway."

Section 19. "And be it enacted that the second of the said branches of railways shall diverge from and out of the railway on the southern side of the said London and South Western Railway, in the said parish of Farnborough, in the said county of Southampton, and shall pass in or through and shall terminate within the same parish by a junction with the said London and South Western Railway at or near to the said Farnborough Station of the same railway."

Section 26, of the same Act, provides that no other portion of the said railway shall be opened for public traffic until that portion between Reading and the Farnborough Station of the London and South Western Railway shall have been first completed and opened for public traffic, as aforesaid.

The allegation of the memorialists is that this proviso has never been carried out, and it is admitted by the companies that this is so.

In 1849 the Reading, Guildford, and Reigate Company obtained an Act enabling them to make a different junction near Farnborough. This junction is about three quarters of a mile to the east of the station. It was used on two occasions only—to convey the Queen to open Wellington College and to convey Sayers and Heenan to their prize fight; but the junction was never opened for public traffic, and the rails were removed by the South Eastern Company about two years ago. The object of Parliament in directing the junction was to secure through traffic from the districts to the north of the South Western by the South Western line to London, instead of sending them by the circuitous route of Guildford, Dorking, and Reigate. It is obvious that this would have been secured by a junction at the Farnborough Station, but could not be secured by a junction nearly a mile to the east of that station at a point abutting on the main line, but without a station, since it would have involved serious danger to have had trains running through such a junction.

Beyond authorising the new junction, the Act of 1849 did nothing. It did not alter, in any way, the obligations of the Act of 1846, or the General Acts.

In the year 1852 the undertaking of the Reading, Guildford, and Reigate Company was transferred to the South Eastern Railway Company by the South Eastern and Reading, Guildford, and Reigate Railways Amalgamation Act, 1852, 15 Vict. c. 103 (Local and Personal).

The Preamble of this Act recites (*inter alia*) that, "to avoid inconveniences arising from several private Acts relating to the same purposes being in force at the same time, it was expedient that the Reading Acts should be repealed, and that some of the powers and provisions thereof should be amended and re-enacted or continued by that Act."

The Act then, Section 2, enacts that from and after the passing thereof, but subject to the provisions thereof, the Reading Acts should be thereby repealed.

Section 3 of the last-named Act provides, "That from and after the passing of this Act the Reading Company shall be dissolved, and, subject to the powers and provisions of this Act, all the undertaking, estates, property, and effects whatsoever of that company already demised to the South Eastern Company, and all the capital and all other property and effects, and all the estates, rights and interests, authorities, and privileges, both at law and in equity, and otherwise howsoever of the Reading Company, shall respectively remain and be transferred to and vested in the South Eastern Company absolutely and for ever, and shall be deemed part of the original undertaking of that Company."

Sections 10 and 11 of the same Act provide as follows:—

Section 10. "That from and after the passing of this Act the South Eastern Company may, from time to time, complete, repair, and maintain the Reading Railway, and the works and conveniences thereof."

Section 11. "Provided always, that it shall not be incumbent on the South Eastern Company to construct any part of the railways and works by the Reading Acts, or any of them authorised which is not already constructed" [*N.B.*—The short branch line, authorised by the Act of 1849, was constructed at this time, but not the two branches directed to be constructed by the original Act, 1846]. "and which, if this Act had not been passed, the Reading Company would not be compellable to construct, and that this Act shall not extend the respective periods by the Reading Act limited for the compulsory purchase of land, and for completing the railways and works by those Acts authorised."

By Section 12 (*inter alia*) all contracts, agreements, covenants, and securities by the Reading Company should remain good and effectual against the South Eastern Company; and, by Section 14, the South Eastern Company were to be subject to and should perform and be liable to all covenants, conditions, agreements, duties, and liabilities to which the Reading Company were liable.

With respect to the provisions in favour of particular parts of the Reading Acts it is enacted as follows, in Section 54, of the same Act.

That, notwithstanding the repeal of the Reading Acts, it is enacted that the several sections and provisions cited in this section of those Acts shall respectively, so far as the same are immediately before the passing of this Act in force remain in force, and this Act, and the several powers and provisions thereof, shall accordingly be in all respects subject and without prejudice to those cited sections and provisions respectively, and this Act, or anything therein contained, shall not (except only as regards the interpretation provided for by this section) alter, interpret the meaning of, or otherwise affect those cited provisions, or any of them. Provided always, that the expression "the company," and all words and other expressions relating to the Reading Company in those cited sections and provisions, or any of them contained, shall, after the passing and for the purposes of this Act, mean the South Eastern Company, and those cited sections and provisions shall have effect and be observed accordingly, to wit:

9 & 10 Vict. c. 171, ss. 20, 21, 46, 47, 48, 49; and 10 & 11 Vict. c. 241, s. 16; and 12 & 13 Vict. c. 28, ss. 13, 14, 15, 16, 17.

Although Sections 16 to 19 of the 9th & 10th Vict. c. 171, which authorise the construction of the branch lines, and Section 26 of the same Act, which contains the proviso with respect to the opening of the junction lines, are not expressly re-enacted, yet many of these re-enacted sections, especially 9 & 10 Vict. c. 171, ss. 20, 21, 46, 47, and 48, and 12 & 13 Vict. c. 28, s. 13, re-enact and direct the mode in which the junctions at Farnborough shall be made, and provide proper protection to the South Western, as the line intruded upon by such junctions.

The case therefore stands thus:—

9 & 10 Vict. c. 171, s. 26.—Distinct obligation to make junctions.

1846 to 1847.—Obligation neglected.

15 Vict. c. 103, s. 3.—General repeal of 9 & 10 Vict. c. 171, on the ground of the inconvenience of concurrent similar private Acts, but the general repeal to be subject to the provisions of the Repealing Act.

Sections 12 and 14.—General re-enactment of conditions and liabilities of the original company.

Section 54.—Special re-enactment of the clauses directing the mode in which the junctions at Farnborough were to be made.

Such being the state of the facts, it surely cannot be maintained that the obligation to make the junctions was repealed when, by the very Act on which the argument for repeal rests, the mode in which the junctions were to be made is declared.

But the case of the memorialists does not rest solely or even principally upon the Acts above quoted. They maintain that since the one line crosses the other at Farnborough the case is one in which the companies fail to afford reasonable facilities for the receiving and forwarding and delivering of traffic, &c., according to their powers (*see* Section 2, Railway and Canal Traffic Act, 1854, and Section 6, Railway and Canal Traffic Act, 1873). They therefore urge on the Board of Trade to certify, under 36 & 37 Vict. c. 48, s. 6, that in this case there is a violation or contravention of the Railway and Canal Traffic Act, 1854, or of the Regulation of Railways Act, 1868, or of 36 & 37 Vict. c. 48. And further, they pray the Board to bring such offence before the Railway Commissioners, acting under their general powers to compel through traffic.

It is understood that the Board of Trade draw a distinction between the objection of a railway company to provide means for through traffic when such obligation is imposed by some special Act, and the like obligation when imposed only by the General Traffic Acts,

the Board being disposed to interfere to compel the fulfilment of such obligations in the first case, but not so in the second.

It is, however, difficult to understand the grounds for any such distinction. If the obligation exists, there it is, and it signifies little how it arises. Indeed, if there were a distinction, the obligation under the general law would seem the more weighty of the two.

Again, the only question the Board of Trade is disposed to put is whether the Railway Commissioners are empowered under the Acts of 1854 and 1873 to make an order on the companies requiring them to give through communication over their respective lines at Farnborough, even though the works necessary to effect such communication may be non-existent or incomplete.

But surely this is not the way in which the question should be put. The Court of Commissioners has the same powers as the ordinary courts, and in a proper case the Court of Chancery would issue a mandatory injunction, or the Court of Queen's Bench a mandamus; and if such order were not obeyed, would very soon find a means of compelling obedience, either by stopping the traffic altogether, or impounding the revenues till the company submitted. It might, of course, be just to give the companies time to execute the works; and for that purpose to obtain an Act renewing their powers to take the land required; but this would be within the discretion of the Court of Commissioners. A somewhat similar case occurred in the case of the Great Western Railway. It crossed the Metropolitan on a level. The Board of Trade filed a Bill to compel one line to cross on a bridge, and obtained a mandatory injunction. In that case a term of years was given to execute the works. The course to be pursued by the Commissioners would probably be a similar one.

Your opinion is therefore requested upon the following points:—Whether the obligation imposed upon the Reading Company by Sections 18, 19, and 26 of the Statute 9 & 10 Vict. c. 171 (Local and Personal), to construct and open for public traffic the branches at Farnborough Station, has been transferred to the South Eastern Company, and still exists, or whether the obligation and the power to construct them have been done away with by the repeal of the Reading Acts, as above mentioned.

And further, supposing the obligation and power to have lapsed, whether the Railway Commissioners are empowered by the General Railway and Canal Traffic Acts, 1854 and 1873, to require the companies to give through communication over their respective lines at Farnborough, even though the works necessary to effect such communication may be non-existent or incomplete, and what powers they have of causing such requirements to be obeyed.

Copies of the memorials and of the replies of the companies, and of the rejoinder of the memorialists, are sent herewith.

OPINION.

1. We are of opinion that the obligation referred to no longer exists.
2. We are of opinion that the railway companies cannot be compelled by the Railway Commissioners, or by any other proceedings in law or equity, to make these branches, or either of them.

But we are disposed to think that the branch line authorised and made under the Act of 1849 was completely dedicated to the public as a public railway, and that it has been illegally abandoned by the South Eastern Railway Company, and that the Railway Commissioners have the power of compelling the South Eastern Railway Company to put down the rails again, and to work it and allow it to be worked, in connection with the South Western Railway.

21 May 1874.

*Nathaniel Lindley.
Charles Bowen.*

— No. 19. —

(R. 4157.)

Board of Trade to Treasury.

Board of Trade, Whitehall Gardens,
13 June 1874.

Sir,

I AM directed by the Board of Trade to request that you will lay before the Lords Commissioners of Her Majesty's Treasury the following case of complaint by the Governors of Wellington College, and other of the public in that district, against the South Eastern and the London and South Western Railway Companies.

The memorialists allege that the South Eastern and the London and South Western Railway Companies have not provided a junction at Farnborough between the two railways so as to secure through traffic between that district and London *via* the London and South Western

Western Railway, but send them by the circuitous route of Guildford, Dorking, and Reigate.

It seems that in 1849 the Reading, Guildford, and Reigate Company obtained powers to make a junction, near Farnborough, with the London and South Western Railway.

This connection was completed and inspected by an officer of the Board of Trade.

It appears, however, to have been used on two occasions only for public traffic.

The memorialists are advised that this constitutes such a dedication to the public that the railway company can be compelled to keep open this branch for public traffic.

I am to point out that as this is a case in which the general question of the obligation of railway companies not to close works once opened to the public is involved, it seems to the Board of Trade that the matter is one in which the expenses of prosecution might properly be defrayed from the public funds, and they would feel obliged if the Lords Commissioners would inform them whether they concur with the view taken by this Board, and if so, whether they will be prepared to give the necessary instructions to their solicitor for undertaking the prosecution.

The Secretary, Treasury.

I am, &c.
(signed) *W. R. Malcolm.*

— No. 20. —

(R. 4796.)

Treasury to Board of Trade.

Sir,

Treasury Chambers, 30 June 1874.

THE Lords Commissioners of Her Majesty's Treasury have had under their consideration Mr. Malcolm's letter of the 13th inst., bringing under their notice a complaint made by the Governors of Wellington College and others, against the South Eastern and London and South Western Railway Companies of insufficient accommodation as regards through traffic between the district in which they reside and London, and inquiring if their Lordships agree with the Lords of the Committee of Council for Trade, that instructions should be given to the Treasury Solicitor to take proceedings in order to compel the railway company or companies concerned in the junction line between the Reading, Guildford, and Reigate Railway, and the London and South Western Railway, to keep that junction which has fallen into total, or partial disuse, open; and I am to acquaint you, for the information of their Lordships of the Committee of Council for Trade, that my Lords think the Railway Commission affords adequate means of redress to the parties who consider themselves to be aggrieved, and that they are not therefore prepared to direct their solicitor to undertake the prosecution.

T. H. Farrer, Esq., &c. &c. &c.

I am, &c.
(signed) *William Law.*

— No. 21. —

(R. 4796.)

Board of Trade to Treasury.

Board of Trade, Whitehall Gardens,
8 July 1874.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 30th ultimo, on the subject of proceedings in the Farnborough case.

The reply of the Treasury states "that my Lords think the Railway Commission affords adequate means of redress to the parties who consider themselves to be aggrieved, and that they are not therefore prepared to direct their solicitor to undertake the prosecution." This reply scarcely meets the point raised by the letter of the Board of Trade. That letter was written on the assumption that the Regulation of Railways Act, 1873, does afford a remedy by means of proceedings before the Railway Commission. If this were not so, neither the Board of Trade nor private parties could proceed at all. If there is a remedy either one or the other can proceed.

The reply of the Treasury seems to assume that whenever private parties can proceed the Board of Trade are not to proceed. To act on this assumption would, in effect, be to repeal that part of the 6th section of the Act which provides that upon the certificate of the Board of Trade alleging any violation or contravention of the Acts therein referred to, any person appointed by the Board of Trade in that behalf may apply to the Commission.

That enactment was expressly introduced with a view to those cases, in which the wrong being of a public or general nature, there is no local organization or local fund by means of which proceedings can be instituted. The real question in this instance is whether this is a case of that character, and it is because the Board of Trade believe it to be so that they have asked the Treasury whether they are prepared to instruct their solicitor to proceed.

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It is true that it is by no means an easy task to determine in what cases the Government shall and in what cases they shall not interfere, but some principles may be safely laid down. They ought not to interfere where the grievance is perfectly private, *e.g.*, that of a single trader; or where the grievance being more general, there is a municipal body capable of proceeding; still less ought they to interfere where the question is simply one of rivalry between two railway companies. But where, as in the present case, there is a distinct offence against the principles of the Act of 1854, where this offence seriously injures a large district, and where this district has no organization or representative body capable of taking up the question, it appears to the Board of Trade that there is such a case for Government interference as was contemplated by the Act. If this is not so, it seems difficult to avoid the conclusion that the enactment above quoted is to remain entirely a dead letter.

The Secretary, Treasury.

I am, &c.
(signed) *T. H. Farrer.*

— No. 22. —

(R. 5354.)

Treasury to Board of Trade.

Sir,

Treasury Chambers, 25 July 1874.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 8th instant (R. 4796), on the subject of proceedings in the Farnborough case, and they desire me to state, for the information of the Lords of the Committee of Privy Council for Trade, that they continue to be of opinion that this is not a case in which they could properly consent to direct the Solicitor of the Treasury to Act.

T. H. Farrer, Esq.

I am, &c.
(signed) *William Law.*

— No. 23. —

(R. 5354.)

Board of Trade to Mr. *W. J. Farrer.*

Board of Trade, Whitehall Gardens,
28 July 1874.

Sir,

WITH reference to the correspondence which has taken place on the subject of the junction of the South Eastern Railway with the London and South Western Railway at Farnborough station, I am directed by the Board of Trade to transmit to you, for the information of the petitioners whom you represent, a copy of a letter from the Treasury, in which they state that this is not a case in which they can properly consent to direct the Solicitor of the Treasury to act.

The petitioners must accordingly be left to take such steps as they are advised.

William James Farrer, Esq.,
66, Lincoln's Inn Fields.

I am, &c.
(signed) *Henry G. Calcraft.*

— No. 24. —

(R. 5502.)

Mr. *W. J. Farrer* to Board of Trade.

66, Lincoln's Inn Fields, London, W.C.,
31 July 1874.

Sir,

I HAVE your letter of the 28th, enclosing the copy of one from the Treasury, dated 25th July, in which they decline to direct their solicitor to act in moving to compel the South Eastern and South Western Railway Companies to make and use the junction at Farnborough prescribed by their Act of Parliament.

It will no doubt have occurred to you that unless a public department is to take notice of such a wrong as this, so much of Clause 6 of the Railway and Canal Traffic Act, 36 & 37 Vict. c. 48, as provides "that any person appointed by the Board of Trade may make application to the Commissioners," will become a dead letter. I apprehend these words were inserted for the very purpose of enabling a Public Department to act in a case in which there is no municipal or other organisation which can take notice of injury done to the community by the railway companies.

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Let me point out further that if the prescribed Public Department is to decline to act in such cases, the result will be that the Government will be playing into the hands of the railway companies.

It is pretty obvious, from the paucity of cases that are taken before the Commission, that the policy of the railway companies in general is to starve the Commission for want of work. They will make temporary arrangements with each other to prevent cases from being brought forward, and in a year or two will complain that the Commission is unnecessary, and will move to get rid of it on this ground.

It seems to me that such cases as that which I have brought before you are the cases which ought to prove the utility of the Commission, being cases which, from their nature, can only be taken up by a public department.

The Secretary, Board of Trade,
Whitehall, S.W.

I am, &c.
(signed) *Wm. Jas. Farrer.*

— No. 25. —

(R. 5502.)

Board of Trade to Treasury.

Board of Trade, Whitehall Gardens,
7 August 1874.

Sir,

WITH reference to previous correspondence on the subject of the junction of the South Eastern and London and South Western Railways at Farnborough, I am directed by the Board of Trade to enclose, for the information of the Lords Commissioners of Her Majesty's Treasury, a copy of a letter on the subject, in which they entirely concur.

I am again to state that the matter appears to the Board of Trade to be one in which they are called upon to institute proceedings before the Railway Commissioners under the 6th section of the Act 36 & 37 Vict. c. 48, inasmuch as the portion of the community more immediately affected are not themselves in a position to bring the matter before the Commissioners, and there is no municipal authority or other public body which can act on behalf of the locality.

The Board of Trade having no means of conducting any such proceedings as those proposed, except through the Treasury, trust that the Lords Commissioners will reconsider their decision and issue the necessary instructions to their solicitor; since the Board cannot but think that the present case is one in which it was intended that the Railway Commissioners should adjudicate, and that, should the Government decline to render any assistance, the provisions of the Act of last Session will be to a great extent nullified.

The Secretary, Treasury.

I have, &c.
(signed) *Henry G. Calcraft.*

— No. 26. —

(R. 5502.)

Board of Trade to Mr. W. J. Farrer.

Board of Trade, Whitehall Gardens,
12 August 1874.

Sir,

I AM directed by the Board of Trade to inform you that a copy of your letter of the 31st ult., relative to the junction of the South Eastern and London and South Western Railways at Farnborough, has been forwarded to the Treasury.

W. J. Farrer, Esq.,
66, Lincoln's Inn Fields, W.C.

I am, &c.
(signed) *Henry G. Calcraft.*

— No. 27. —

(R. 3224.)

Major General *Bentinck* to Board of Trade.

East Court, Finchampstead, Wellington College, Berks,
29 April 1875.

Sir,

WILL you allow me to call your attention to the two memorials presented by the authorities of Wellington College, and by the inhabitants of the district lying contiguous thereto, relative to the South Eastern and South Western Railways. I venture to enclose six prints of a memorandum, showing shortly the points at issue between that portion of the public

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which is injured by the misuse of their powers by these railways, and I trust that the Lords of the Privy Council will take steps to prevent further continuance of the grievance in question. I venture to call your attention to a letter to you on this subject, on the 3rd of October 1873, and to the correspondence which ensued thereon with Mr. W. J. Foster.

The Secretary,
Board of Trade, Whitehall.

I have, &c.
(signed) *H. C. Bentinck*, Major General.

Enclosure in No. 27.

(R. 3224.)

MEMORANDUM as to the Non-user by the South Eastern Railway of its Junction with the South Western at Farnborough.

1846.—9 & 10 Vict. c. 171; the Preamble recites that "the making of a railway from the Great Western, at the Reading Station, to join the London and Brighton and South Eastern Railways at Reigate, with branch railways near Farnborough to the Farnborough Station of the South Western Railway, would be of great public advantage."

It then, by 16 and 17, directs these lines to be made according to the deposited Plans in the direction indicated.

Section 18 directs, that the first branch "shall diverge on the northern side of the London and South Western Railway at Farnborough, and shall terminate by a junction with the said London and South Western, at the Farnborough Station of the same railway."

Section 19 gives a like direction as to the junction on the south side of the South Western Railway; and Sections 20 and 21 regulate the mode of making the junction with the various lines.

Section 20 directs that "no other portion of the said railway shall be opened for public traffic until that portion between Reading and the Farnborough Station of the London and South Western Railway shall have been first completed and opened for public traffic as aforesaid."

1873.—Yet to this day it has not been opened. The consequence is that travellers from the districts near Wokingham, Wellington College, Sandhurst, Finchampstead, Eversley, and Blackwater are compelled to travel to and from London by way of Guildford, Dorking, Reigate, and Croydon, instead of by the direct route of Farnborough and the South Western. The increase in point of distance is about twenty miles, and the loss of time more than an hour, since the trains on this circuitous route are slow trains.

— No. 28. —

(R. 3224.)

Board of Trade to Major General *Bentinck*.

Board of Trade, Whitehall Gardens,
6 May 1875.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 29th ultimo, calling attention to two memorials presented to this department by the authorities of Wellington College and by the inhabitants of the neighbourhood, relative to the non-user by the South Eastern Railway of its junction with the South Western Railway at Farnborough.

In reply, the Board of Trade direct me to inform you that the proper course for you to adopt would be to bring the matter before the Railway Commissioners.

The Board of Trade consider that the case is one in which proceedings should be instituted; but they are themselves unable to undertake the prosecution, as there are no available funds at their disposal, and the Treasury have more than once declined to allow any proceedings to be taken in the matter at the expense of the public.

Major General *Bentinck*,
Finchampstead, Wellington College, Berks.

I am, &c.
(signed) *Henry G. Calcraft*.

— No. 29. —

(R. 3968.)

Mr. *W. J. Farrer* to Board of Trade.66, Lincoln's Inn Fields, London, W.C.,
May 1875.

Sir,

GENERAL BENTINCK has forwarded to me your letter to him of the 6th of May.

I am myself a sufferer from the abuse of their powers by these two railway companies, living as I do in the same neighbourhood. Both he and I rejoice to see that you consider the case is one "in which proceedings should be instituted," though we observe with regret that the Board of Trade is "unable itself to undertake the prosecution, as it has no available funds at its disposal;" and you suggest that General Bentinck should "bring the case before the Railway Commissioners."

Let me again urge upon you the difficulty in proceeding in this way. The inhabitants of the district are a large scattered body without any local organisation. The case, therefore, is not like that of a municipal body, which is injured, and which can out of its own funds seek its remedy. In the present case, while many feel a considerable amount of inconvenience, yet it would be impossible to ask them to embark in hostile litigation before the Commissioners with two powerful railway companies. These companies would know very well that by mere delay they would exhaust the patience and the means of the complainers.

Such, however, would not be the result if the case were brought forward as a prosecution by the Board of Trade for a public wrong. The companies would well know that in that case neither delay nor evasion would avail anything, and they would have to meet the case in its just and fair basis.

You state that the Board of Trade is without funds, yet there must be means that enable it to carry on its ordinary legal business. However, in this case the wrong is essentially a public one, being not the breach of conditions inserted at the instance and in the interest of an individual, or of a municipality, but the breach of the conditions publicly inserted in the Preamble as the basis of the Act, and of clauses consequent thereon inserted by Parliament for the protection of the public.

One or two of the neighbours have expressed their willingness to contribute a sum amounting altogether to 75 *l.*, and to this extent will with pleasure guarantee the expense of the prosecution, if the Board of Trade will undertake it.

I may mention that I myself have taken a good deal of trouble, and collected a good deal of evidence on the subject, and that I shall be very happy to place any information at the disposal of the Board of Trade if they will undertake the prosecution.

The Secretary of the Board of Trade.

I have, &c.
(signed) *Wm. Jas. Farrer.*

— No. 30. —

(R. 3968.)

Board of Trade to Mr. *W. J. Farrer.*Board of Trade, Whitehall Gardens,
8 June 1875.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter relative to the non-user by the South Eastern Railway Company of its junction with the South Western Railway at Farnborough.

In reply, I am to state that the Board of Trade have already fully considered the arguments brought forward in your letter, and are of opinion that it would be advisable that the suggested prosecution should not be undertaken by the Board of Trade, but by the parties interested.

It is not clear that the sum of 75 *l.*, which you state would be contributed by the neighbourhood, would cover the expenses incurred, and the Board of Trade would scarcely be justified in instituting legal proceedings which might involve expenses which they have no funds to meet, and which the Treasury has refused to sanction.

With reference to the difficulty of combination which you state exists in the case of a widely scattered population without any local organisation, the Board of Trade would draw your attention to a case recently before the Railway Commissioners, that of the inhabitants of Wimbledon and Merton and the neighbourhood against the London and South Western Railway Company, and the London, Brighton, and South Coast Railway Company, which would tend to show that now the public has become better acquainted with the powers of the Commissioners, people living in districts which have grievances against railway companies are able to combine and bring their case before the Commissioners.

I am, &c.
(signed) *Henry G. Calcraft.*

W. J. Farrer, Esq.,
66, Lincoln's Inn Fields, London, W.C.

— No. 31. —

(R. 4424.)

Mr. *W. J. Farrer* to Board of Trade.

66, Lincoln's Inn Fields, London, W.C.

June 1875.

Sir,

I HAVE to acknowledge the receipt of your letter of the 8th instant, and can but express my deep regret and disappointment at the conclusion at which the Board of Trade seems to have arrived, viz., that "it will be advisable that the suggested prosecution should not be undertaken by the Board of Trade, but by the parties interested."

From the phrase, "the parties interested," it might be inferred that some special private interest lay at the base of our application. If so the inference would not be correct. The interest affected is purely and simply that of a portion of the public as the public.

I am quite satisfied that your letter was not intended to convey anything but courteous resolution, yet it is difficult to look upon the analogy which it draws between the case of Wimbledon and Merton and that of the districts about Wellington College in any other light than that of a grave practical sarcasm.

Those two great suburban districts have a large number of inhabitants, wealthy, energetic, and of business habits, amongst them many able lawyers; and they have also (as is well known) an organisation which they have used, and used successfully, for maintaining their rights in other respects. The inhabitants of the districts about Finchampstead, Yateley, Sandhurst, and Easthampstead are of a different character.

They have not wealth, energy, or union; and unless the present question be prosecuted by the Government, the injustice (universally admitted) with which they have been treated will be perpetuated. Nor although the districts comprise the establishments of the Military College at Sandhurst, Wellington College, and the Government Prison of Broadmoor, have any of these establishments the means, either in point of time or money, of entering into a contest with two great railway companies.

The complainants have throughout this correspondence understood that there was a prospect of the case being taken up by the Government, and will feel much disappointed if at the last moment a case of this manifest injustice is thrown overboard.

The Secretary of the
Board of Trade, Whitehall.

I have, &c.
(signed) *Wm. Jas. Farrer.*

Appendix, No. 76.

PAPER handed in by the *Chairman*.

REMARKS upon EVIDENCE given by *Mr. Colhoun*, Assistant Secretary, Great Southern and Western Railway of *Ireland*.

Q. 4726. THE goods agent, Mr. Carroll, reports, that about the 1st April " I was going into town " when I met him near his office door, he then " mentioned that he was going to London to give " evidence before the Committee on Railway " Rates, and that he would be obliged if I would " give him or let him know the rates for butter " and eggs from Cork to Manchester and Lon- " don. I said certainly, with great pleasure. " He called here shortly before he left for Lon- " don, when I gave him the rates most freely."

Q. 4728. See Q. 4726.

Q. 4735. The statement is erroneous. The goods train arrangements from the south of Ireland to Cork and Dublin, on reference to Company's time tables, will be seen has been and is equal to that to Dublin. The witness evidently refers to shipping traffic when he speaks of the " Port of Dublin." Twenty years ago there were no through rates by any route between the Great Southern and Western system and England. From 1864 to 1874 through rates existed *viâ* Dublin and *viâ* Cork, but were lower by the latter than by the former route ; therefore, during this period a preference was so far shown by the Great Southern and Western Company to the Port of Cork. The cessation of through booking and subsequent resumption are dealt with under Question No. 4763. The following is a comparison of the number of firkins carried by Great Southern and Western Railway to Cork and Dublin for the years 1876 to 1880, which are given for the purpose of showing that, while there has been a falling off in the quantity of butter passed through the Cork market, the discrepancy has not been diverted through Dublin, for the traffic through that port has been steadily diminishing during the years referred to.

| Y E A R S. | Number of Firkins of Butter sent by G. S. & W. Railway to Cork. | Number of Firkins of Butter carried to Dublin by G. S. & W. Railway, for Shipment. |
|--------------|---|--|
| 1876 - - - - | 197,773 | 410,427 |
| 1877 - - - - | 246,575 | 374,220 |
| 1878 - - - - | 202,657 | 352,188 |
| 1879 - - - - | 183,296 | 303,183 |
| 1880 - - - - | 172,720 | 261,765 |

Butter to Cork is always uncoopered, while that shipped to England is coopered. The for- 0.54.

mer is classified a class higher than the latter, as it is more liable to damage, and requires greater care in handling. The rates for butter, uncoopered, to Cork, are less than the rates for similar distances on any other part of the line. The firkin rates with Cork work out considerably under the fourth-class rates, and on any other part of the line the traffic is charged full fourth-class rates.

The rates for butter, Tralee to Cork, are—

| — | Per Firkin, not exceeding 84 lbs. | Small Firkin, not exceeding 75 lbs. | Keg, not exceeding 50 lbs. |
|--|-----------------------------------|-------------------------------------|----------------------------|
| | s. d. | s. d. | s. d. |
| Including Tolls and Delivery in Market - - | - 10 | - 8½ | - 6 |
| Not including Tolls, &c - - - | 8½ | — | — |

* Equal to a tonnage rate of 18 s. 6 d. per ton. .

The rates, Tralee to Liverpool, in 1874, were 26 s. per ton *viâ* Dublin, and 22 s. 6 d. *viâ* Cork. These exceptionally low figures were caused by a very keen competition with the Sea Companies for the traffic.

In April 1875 the rate *viâ* Dublin was raised to 30 s., the figure at present in force, the rate *viâ* Cork being 26 s. 8 d. Witness is in error in stating that the Liverpool rates include delivery there ; such is not the case.

Q. 3736. The figures mentioned by witness, with the exception of the terminal of 4 s. on carted traffic, are inaccurate.

Not carted terminal is 1 s. per ton. Carted at country stations, 4 s.

Great Southern and Western Company only get a terminal of 1 s. 6 d. per ton in Dublin on traffic with and *viâ* Dublin and Liverpool Screw Steam Packet Company, which is very light. All other traffic to England is conveyed over the North Wall Extension Line, and Great Southern and Western get no Dublin terminal.

The cartage allowance in Dublin on Dublin and Liverpool Screw Steam Packet traffic is 3 s. per ton.

Q. 4737. Steam company is allowed only 2 s. per ton for loading and terminal, &c., in Dublin, on traffic *viâ* extension line, which is about 95 per cent. of the total traffic *viâ* Dublin to England.

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The Liverpool dues and cartage are not included in the rates. See 4735.

Our proportion of the present rate, 30 s., for butter, *viâ* Dublin, is 18 s. 3 d. per ton (Liverpool and Tralee).

Q. 4738. The delivery and tolls on butter for Cork market amount to 1½ d. per firkin, not 1¼ d., as stated. The rate for butter in firkins is 8 d. per firkin between Limerick and Cork: exclusive of services in Cork, the rate is equivalent to 14 s. 1 d. per ton. The rate from Limerick to Liverpool is 27 s., S. to S., *viâ* Dublin; but it should be noted that steamers ply direct between the ports.

Our proportion of this rate is 13 s. 4 d. per ton. The Limerick mileage to Dublin is always reckoned by the shorter route, viz., 129 miles, in division of traffic.

Q. 4739. It must be borne in mind that the butter to Cork is uncoopered, while that to Liverpool is coopered, as stated in No. 4735. The Fermoy rate to Cork is 7 d. per firkin, equal to a rate of 11 s. 10 d. per ton, exclusive of delivery and market tolls.

Q. 4741. Rates for butter in kegs have been in force since July 1879.

Q. 4742. Our proportion of through rate, Fermoy to Liverpool, is 17 s. 2 d. per ton; the rate, Fermoy to Dublin, is 20 s. 10 d.; and Fermoy to Cork, 7 s. 6 d.

The rate, Kilmallock and Cork, exclusive of tolls, &c., is 11 s. 10 d. per ton; rate, Kilmallock and Liverpool, 30 s. per ton; Great Southern and Western proportion of this rate is 16 s. 7 d. per ton.

Q. 4743 and 4. Figures given by witness are inaccurate. See Q. 4742.

Q. 4745. The company have had no complaint from the Cork market people on the subject. This is mere conjecture on witness's part, as the answer to Question 4735 clearly shows.

Q. 4746. Through rates, *viâ* Cork, were resumed on 1st June 1881, at differential of 7½ per cent. and 10 per cent. in favour of that port as against Dublin, but there is no doubt that the whole of the Cork butter included in the Return 4725, was for export.

Q. 4749. The rates, *viâ* Dublin to Liverpool, do not include either dues or cartage at that port. See Q. 4735.

Q. 4752. See Q. 4742.

Q. 4760. From the 1st June last rates, *viâ* Cork to stations in England, with which through bookings existed, *viâ* Dublin, have been resumed, Cork route being allowed a differential rate. Prior to this date through rates were in force between Great Southern and Western stations and Cork Steam Packet Company's ports, including Bristol.

Q. 4762. This allegation is answered, Nos. 4737, 5738, 4742.

Q. 4763. To explain this fully, it is necessary to state that from the year 1864 to 1874 through rates were in operation between most of the stations on the Great Southern and Western Railway and ports and stations in England, *viâ* Dublin and *viâ* Cork, the rates *viâ* Cork being less than *viâ* Dublin owing to the less frequent sailings. The companies interested were members of a conference called the Irish Traffic Conference, to which the following railway and steam packet companies were parties:—City of Cork Steam Packet Co., City of Dublin Steam Packet Co.,

Dublin and Liverpool Screw Steam Packet Co., Grand Canal Co., Great Northern Railway, England; Manchester, Sheffield, and Lincolnshire Railway; Great Southern and Western Railway, Lancashire and Yorkshire Railway, London and North-Western Railway, Midland Railway, Waterford and Limerick Railway, and Waterford Steam Ship Co., which was formed for the purpose of fixing rates and making regulations from time to time. In December 1873 the Great Western Company joined this conference, and in the month of June 1874, introduced a proposal which altered the constitution of the conference and the through rate system generally; this proposal was, that instead of allowing differential rates in favour of the Cork route, the rates should be made equal by all routes. Conference accepted the principle with the exception of the City of Cork Steam Packet Company and the Midland Railway.

A new conference was formed in August 1874, having this as a main feature, viz., equal rates by all routes, the City of Cork Steam Packet Company refusing to join unless they were allowed a differential of 15 per cent. in favour of Cork.

Shortly after this the Great Western Company ceased to send a representative to the meeting, giving no reason. Conference used every means in its power to discover the cause and induce the Great Western, who had taken such a prominent part in its proceedings for the short period referred to, to resume their attendance, but without effect. In February 1878, the Great Western Company, writing to the secretary of the conference, advocated differentials of 7½, 12½, and 15 per cent. in favour of the Cork route, at the same time claiming equal concessions for the Waterford and new Milford route.

Inasmuch as the Waterford and Milford route afforded a daily service it was considered to be in that respect on a par with Dublin; consequently, conference could not accept the terms, and dissolved.

Conference re-formed in June 1878, the Great Western Company not being parties. Negotiations were resumed with the City of Cork Company and resulted, after several interviews and much correspondence, in an arrangement by which the Cork route is allowed differentials of 7½ and 10 per cent., and a more extended system of through booking is in operation since the 1st June 1881.

The inquiries of the Select Committee have in no way influenced the settlement of this matter, as it has always been the wish of the Great Southern and Western Company to have through rates *viâ* the Port of Cork. A proof of this is that for 10 years through bookings continued until interrupted in the manner already described. With the exception of what is here detailed, no application has been received from the Great Western Railway Company for through rates *viâ* Cork.

Q. 4767. The rate for ale, Burton to Cork, is 27 s. 6 d. per ton. The distance is 397 miles.

The through rate from Burton to Kilmallock, which would be a fair comparison, is 35 s. per ton, out of which the Great Southern and Western Company receive 14 s., against the local rate, Dublin to Kilmallock, of 15 s.

The low rate, Burton to Cork, is brought about by competition through Milford Haven and Bristol.

Q. 4768-9. Great

Q. 4768-9. Great Southern and Western Co.'s proportion of rate is 12s. 2d. per ton; not 6s. 6d. as stated

The rate, Dublin to Cork, is 15s. per ton.

Q. 4770. The rate 10s. 10d. with Farranfore was necessitated by the reduction of the Tralee rate to that figure.

It was not thought necessary to make any exceptional rate with Patrick's Well, the traffic being so slight. In six months only 12 tons were carried.

Q. 4775. It is true the Irish classification is in general one class higher than the English; but the Irish classification, taken with the Irish rates, gives much lower charges than the English classification with English rates; for examples, see Questions 4778, 4782, 4783, 4785, 8-9.

The Classification of Leather is as follows:—

| Irish Classification. 4th Class. | English Classification. 3rd Class. |
|-------------------------------------|--|
| — | Except undressed leather not packed in crates or cases; 2nd class. |

The relative charges would be—

| England. | | | Ireland (G. S. W. scale), 4th Class. |
|------------|--------------|---------------|--|
| — | 2nd Class. | 3rd Class. | |
| | s. d. | s. d. | s. d. |
| 50 miles - | 18 4 per ton | 20 10 per ton | 16 8 per ton. |
| 100 „ - | 23 8 „ | 31 8 „ | 27 6 „ |
| 150 „ - | 32 6 „ | 40 - „ | 30 - „ |

Q. 4777. The English classification applies only to cross channel and Scotch traffic.

Q. 4778. The rates for hollow castings, per English and Irish classifications, are—

| — | English Classification. 2nd Class. | Irish Classification. 3rd Class. (G. S. & W. scale.) |
|----------------|--|---|
| | s. d. | s. d. |
| 50 miles - - - | 18 4 per ton | 10 10 per ton. |
| 100 „ - - - | 26 8 „ | 18 4 „ |
| 150 „ - - - | 32 6 „ | 20 10 „ |

Q. 4782. See reply to Q. 4778.

For ale and porter the charges, per English and Irish classification, are—

| ALE AND PORTER IN CASKS. | | |
|--------------------------|--|--|
| — | English Classification. 1st Class. | G. S. & W. Scale. Irish Classification. 3rd Class. |
| | s. d. | s. d. |
| 40 miles - - - | 13 4 per ton. | 9 2 per ton. |
| 50 „ - - - | 15 - „ | 10 10 „ |
| 100 „ - - - | 21 8 „ | 18 4 „ |
| 150 „ - - - | 26 8 „ | 20 10 „ |

0.54.

Q. 4783. The classification of hides and skins is as under:—

| English Classification. | | Irish Classification. | |
|---|--------|----------------------------|----------|
| | Class. | | Class. |
| Hides, kips, sheepskins, pelts, and goatskins:— | | Hides, pelts, and skins:— | |
| Foreign dry loose - | 3 | Dry or wet - | 4 |
| Foreign salted, or dry in bales or bundles. | 1 | „ „ O.R. - | 3 |
| Green or market—O.R. | 2 | On G.S. and W. system O.R. | Special. |
| „ „ - | 3 | | |
| Sheepskins in casks - | 1 | | |

N.B.—British hides, kips, &c., are to be charged as green or market, whether sprinkled with salt or not.

Witness's comparison of the classifications is inaccurate. The charges would be as follows:—

| English Classification. | | | Irish Classification. | | | |
|-------------------------|------------|--------------------|-----------------------|------------|--------------------|---------------------------|
| — | 3rd Class. | 2nd Class, O.R. | — | 4th Class. | 3rd Class, O.R. | G.S.W. Scale. Special. |
| | s. d. | s. d. | | s. d. | s. d. | s. d. |
| 50 miles - | 20 10 | 18 4 | 50 miles - | 16 8 | 10 10 | 6 9 |
| 100 „ - | 31 8 | 26 8 | 100 „ - | 27 6 | 18 4 | 9 9 |
| 150 „ - | 40 - | 32 6 | 150 „ - | 30 - | 20 10 | 10 10 |

Q. 4785. Cured herrings in the Irish classification, are third class, but when sent in waggon loads at owner's risk, are second class.

The rates are—

| English Classification. | | Irish Classification. | |
|-------------------------|---------------|-----------------------|--|
| — | 1st Class. | 3rd Class. | 2nd Class, in Waggon Loads, Owner's Risk. |
| | | G. S. & W. Scale. | |
| | s. d. | s. d. | s. d. |
| 50 miles - | 15 - per ton. | 10 10 | 7 6 per ton. |
| 100 „ - | 21 8 „ | 18 4 | 12 6 „ |
| 150 „ - | 26 8 „ | 20 10 | 14 2 „ |

Q. 4788. For salmon the rates, per English and Irish classifications, are—

| — | English. 4th Class. | Irish. 5th Class. (G. S. & W. Scale.) |
|----------------|------------------------|--|
| | s. d. | s. d. |
| 50 miles - - - | 25 - per ton | 23 4 per ton. |
| 100 „ - - - | 37 6 „ | 40 - „ |
| 150 „ - - - | 47 6 „ | 47 6 „ |

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Q. 4789. The

Q. 4789. The charges per ton, English and Irish classifications, for oil cake are—

| | English. | | Irish. | |
|------------|--------------|--------------|------------------------------------|--------------------------------------|
| | Special. | 1st Class. | Special. (G. S. & W. Scale). | 2nd Class. (G. S. & W. Scale). |
| | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 50 miles - | 9 2 | 15 - | 6 9 | 7 6 |
| 100 " - | 13 4 | 21 8 | 9 9 | 12 6 |
| 150 " - | 18 4 | 26 8 | 10 0 | 14 2 |

Q. 4791. Not the pots referred to in Question 4790.

Q. 4795. Blarney station was not originally intended, and is not now adapted to a large goods or mineral traffic. The extra siding accommodation required by Messrs. Mahony Brothers, is not the addition of a few lengths of rails to an existing siding, as implied by the witness in his answer to Questions Nos. 4911 and 12. The existing siding is on the down line at the Dublin side of the over bridge at the station, whereas Messrs. M. require a new siding to be put in at the Cork side of the bridge, and from the up-line. Looking at the outlay necessary, and the small earning power of waggons under such traffic, the company consider 2 *s.* per ton a reasonable rate.

Q. 4804. See Q. 7496. There was no previous mention of a "siding at the end of the tunnel."

Q. 4805-7. The rate for wool, Cork and Middleton, is 6 *s.* 8 *d.* per ton.

Q. 4810. The exceptional rate for sugar and other articles with Cork was made to meet sea competition.

As a rule our rates for wines and spirits are the same as for cordials. In the case of Kilmallock, through oversight, the exceptional rate for wines and spirits was not made to include cordials also, but this has lately been corrected.

Witness's remarks about the rates for oil-cake, Dublin to Cork and Kilmallock, are inaccurate; the rates to both stations are the same.

Q. 4811, 12, 13. There is no rate of 15 *s.* per ton for seeds between Cork and Dublin. The rates to Kilmallock and Cork are the same for this article.

Q. 4813. The rate for wines and spirits, Kingsbridge and Kilmallock, has been 20 *s.* since October 1875. Rate to Cork 22 *s.* 6 *d.* per ton.

Mineral waters 12 *s.* 6 *d.* to Cork, 14 *s.* 2 *d.* to Kilmallock.

Q. 4815. The rates, Cork to Killarney, are:—

| 2nd Class. | 3rd Class. | 4th Class. | 5th Class. |
|--------------|--------------|--------------|--------------|
| <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 8 4 | 12 6 | 18 4 | 27 6 |

There is sea competition with Clyde Shipping Company to Cahirciveen.

Q. 4817-20. Since the 1st of January 1861, turf is carried at 1st-class rates, the minimum charge as for six tons per waggon, an ordinary goods waggon will hold from four to five tons of Rathmore turf when perfectly dry. The price

of turf at Rathmore four years ago was 60 *s.* per truck, this year it is only 30 *s.* This is to be attributed to a want of demand for the article, which arises from the fact, that the public especially in towns are getting into the habit of using coal.

The following return of coals delivered at Kanturk and Killarney, towns on either side of the Rathmore turf district, will show that the traffic in coal has steadily increased from 1876 to 1879 inclusive, the falling off in 1880 is partly due to the fine weather which was specially favourable for turf making, but more particularly to the distress which prevailed previous to the harvest.

| YEARS. | Coal Received at Kanturk. | Coal Received at Killarney. |
|--------------|---------------------------------|-----------------------------------|
| | <i>Tons.</i> | <i>Tons.</i> |
| 1876 - - - - | 2,160 | 2,873 |
| 1877 - - - - | 2,173 | 3,065 |
| 1878 - - - - | 2,873 | 3,694 |
| 1879 - - - - | 3,655 | 4,547 |
| 1880 - - - - | 3,117 | 3,570 |

It may be further stated that the coal was for the most part carried from Cork, the rate to Kanturk being at the time 3 *s.* 3 *d.* per ton, equal to 19 *s.* 6 *d.* per waggon, and to Killarney per ton 5 *s.*, equal to 30 *s.* per waggon, whereas the consumers had the opportunity of getting a waggon load of turf from Rathmore to either station for 12 *s.* 6 *d.* per waggon.

The rate, Rathmore to Mallow, is 15 *s.* per truck (six tons at 2 *s.* 6 *d.*), equal to a rate of 3 *s.* 4 *d.* per ton, four tons ten cwt. to the waggon.

Q. 4835. Examples of Grain Rates under the New Scale, issued 1st January 1881:—

| MILES. | Special Class at which the Sender is required to do the Loading and take Risk. | Second Class, at which the Company do the Labour and take Risk. |
|------------|---|---|
| | <i>s. d.</i> | <i>s. d.</i> |
| 20 - - - - | 3 6 | 4 2 |
| 30 - - - - | 4 9 | 5 - |
| 40 - - - - | 5 9 | 6 8 |
| 50 - - - - | 6 9 | 7 6 |
| 60 - - - - | 7 6 | 8 4 |

Q. 4837. The public take advantage of the special rate universally, so that it may be safely inferred they find a benefit in doing so.

Q. 4840. This statement is inaccurate. The change was actually made on the 1st January 1881, but it was contemplated so far back as the spring of 1880, before there was any mention of this Committee.

Q. 4842. The occasional scarcity of waggon supply is the result of causes which operate at all ports where the outwards traffic is greater than the inwards, as is the case at Liverpool. The tonnage forwarded from Cork is three times the quantity received. Besides this, when contrary winds prevail for any length of time, as they sometimes do, and then suddenly change, a rush

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of vessels into the port takes place, and an inordinate demand for waggon supply is made which no amount of care could foresee. The rolling stock is adequate, and the supply at Cork Station is kept up at great expense owing to the very considerable amount of empty running which the unbalanced traffic involves.

Q. 4747. There is no foundation for this statement. Any increase in rolling stock has been occasioned by the requirements of the traffic, and the necessary observance of the Orders in Council, with regard to the conveyance of live stock.

Q. 4849, 4850. These statements are altogether erroneous.

Q. 4859. This is not so. Witness makes no allowance for terminals, and loading or unloading. Manure at 2nd class rate would be loaded and unloaded by the company.

Butter.—Fermoy and Cork.—Terminals and loading and anloading are omitted also by the witness.

Q. 4860. In the case of fairs, where special trains are run, the first loaded is first despatched. The alleged preference to Dublin is denied, and no want of waggons is admitted.

Q. 4865. The company being asked to carry double the weight allowed to ordinary passengers for commercial travellers free, and the excess at half rates, they, the commercial travellers, are required to sign a release taking risk of transit, but the whole question of commercial travellers' luggage has been and still is under consideration of meeting of railway managers, with the view of arriving at uniformity of practice.

Q. 4889. Witness's reply is inaccurate, cattle for Liverpool and other places in England are conveyed to North-wall, regardless of ultimate destination. No preference is given to the London and North Western Company, as stock can be unloaded at their North-wall station or Cabra cattle station to be forwarded thence per Tecdcastle's or any other line of steamers.

Q. 4891. The rate between Cork and Glasgow, referred to, was made in 1858 and cancelled in 1867 by issue of rate of 18 s. 4 d. per ton. The rate, Dublin to Cork, in 1858, was 15 s., but in 1867, about the time the Glasgow rate was raised, it was reduced to 12 s. 6 d. per ton.

The present rate is 15 s. per ton.

Q. 4894. The rate, Dublin to Cork, was 15 s., when the low rate from Glasgow was in operation.

Q. 4897. It has been re-opened about two years, and is sending a considerable traffic into the south of Ireland by railway.

Q. 4815. See remarks on Nos. 4767, 8 and 9.

Q. 4916. The quantity sent is about two tons per month. See No. 4770.

Q. 4921. See No. 4840.

Q. 4926. See 4891 to 4.

Q. 4941. Peat is charged at 1st class rates on G. S. & W. system, at O.R., minimum charge as for six tons to the waggon.

Q. 4943. From four to five tons of peat can be put in a waggon.

Q. 4952. Through cross-Channel rates are in operation for stations in South of Ireland, *via* Cork and *via* Waterford. These routes being allowed a differential rate, giving the Southern ports their full geographical advantage as stated, No. 4763.

Q. 4956. Turf is (at Rathmore, our principal station) *always* received quite dry, otherwise it is not considered saleable. A waggon holds from four to five tons.

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Q. 4957. Experiments have been tried and failed.

Q. 4958. Hay is carried at specially low rates on G. S. & W. system. The rates are—

| | £. s. d. | |
|--------------|-------------------------|---|
| For 25 miles | - 12 6 per waggon load. | Waggons are capable of holding over four tons when the hay is properly pressed. |
| " 50 " | 1 10 - " " | |
| " 75 " | 1 11 3 " " | |
| " 100 " | 1 13 4 " " | |

Q. 4962. As in England the "Smalls'" rates are same as the following examples of G. S. & W. "Smalls'" scale will show :—

| | s. d. | s. d. | s. d. | s. d. | s. d. |
|-----------------------------|--------|-------|-------|-------|-------|
| Rates per ton | - 12 6 | 25 - | 50 - | 75 - | 100 - |
| Per "Smalls'" scale, 2 cwt. | 1 7 | 2 10 | 5 6 | 8 5 | 10 9 |
| " actual weight, 2 cwt. | 1 3 | 2 6 | 5 - | 7 6 | 10 - |
| " "Smalls'" scale, 4 cwt. | 2 11 | 5 4 | 10 6 | 15 1 | 20 9 |
| " actual weight, 4 cwt. | 2 6 | 5 - | 10 - | 16 10 | 21 6 |

Q. 4963. Reductions were made in different classes of goods, in some cases to the extent of 10 per cent, and others 25 per cent., and the intention of the company was to give a substantial reduction. There has not been any reduction made in the traffic charges as alleged.

Q. 4968. Turnip seed is charged 3rd class rate; hay and grass seed, in three ton lots, is charged 3rd class; hay and grass seed, in less quantities, is charged 4th class; seeds, agricultural or field, are included in "special" class.

Q. 4971. Cross-Channel rates with South of Ireland stations are settled by South of Ireland Conference.

Q. 4973. City of Dublin Steampacket Company have equal facilities with London and North Western Railway Company.

Q. 4977. See Q. 4971. The Irish and English Traffic Conference deals only with rates from Dublin and places north of Dublin to England. None of the southern companies are parties to it.

Q. 4980—4983. See Q. 4889.

Q. 4995. The traffic to the respective ports of Dublin and Cork by the Great Southern and Western Company goes to disprove this statement, and the large outlay now going on both at Cork and Queenstown are a further answer to it.

Q. 4997. This is also a groundless statement. No such offer was ever made to the Great Southern and Western Company. And the company have always maintained a perfectly independent position from the London and North Western Company.

Q. 5012. Differential rates in favour of Canal Company are as follows :—Their first and second class rates are 10 per cent. less than those of Great Southern and Western Company, and third class 12½ per cent. less; fourth, fifth, and sixth classes are the same by both companies.

Q. 5027. (See Q. 5063).

Q. 5041. A covered goods waggon holds from four to five tons.

Q. 5063. (See Q. 4958 for hay, &c.) Potatoes, turnips,

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turnips, cabbages, and all vegetable roots, are charged at a scale which works out as follows:—

| | | | |
|----------|---|------------------------|---------------------------------|
| 25 miles | - | 14 s. 7 d. per waggon. | |
| 50 " | - | 25 s. - - " | Waggon not exceeding five tons. |
| 75 " | - | 37 s. 6 d. - " | |
| 100 " | - | 41 s. 8 d. - " | |

Q. 5074. There is no agreement with London and North Western Railway Company. Traffic coming to Dublin is allowed to go either route as consigned. London and North Western traffic goes chiefly by Holyhead, that being the favourite route with the public; unconsigned traffic is divided equally as possible among the companies. Neither route is encouraged to the detriment of the other, as it matters nothing to the Great Southern and Western Company by which route goods travel, our proportion being the same by each.

Q. 5075-76. This is mere surmise, and can't be too distinctly contradicted.

Q. 5077-78. Entered into before.

Q. 5107. This is not so. Traffic from Limerick, Limerick Junction, Tipperary, Ennis, Gort, and Tuam Stations on the Waterford and Limerick Railway, can be sent either *viâ* Dublin, Cork, or Waterford. The Waterford and Limerick Railway Company refuse to allow through cross-Channel booking with any other stations on their system *viâ* Dublin or *viâ* Cork, by any other port than Waterford.

Q. 5153. See Q. 4843.

Q. 12039. The Company disclaim the motive which induced them to withdraw the *exceptional* arrangement which applied to ale and porter traffic between Cork and Killmallock, the facts are as stated in the correspondence, viz.:—that applications having been made and pressed upon the company to have the long weight arrangements extended to neighbouring stations, it was found after much careful consideration that it was desirable to take the step now complained of, the rate fixed being the rate generally prevailing over the line for like distances.

The honourable member and witness having put the whole of his letters in evidence, and only portions of the Company's replies, it is thought desirable to give our letters of 24th and 28th June in full, for the information of the Committee.

From R. G. Colhoun to W. H. O'Sullivan, M.P.

G. S. & W. Railway, 24 June.

Ale and Porter in Casks—Cork and Killmallock.

IN further reply to your letter of 13th instant, while admitting that we carry goods for long distances at a lower rate per ton per mile than for short distances, I wish to remind you that the position of a Cork brewer trading with Killmallock is exactly similar to that of a Dublin brewer trading at a point equally distant from Dublin. With regard to the question of this company's proportion of the rate for ale traffic between Burton and Cork, you state your calculation is based on the evidence given before the Select Committee on Railways. I have referred to the evidence given on the subject, and beg to say that the statement made by the witness is incorrect. Touching the subject of the conveyance of

English coals *versus* Irish culm, which you state is one half the value of the first-mentioned article, I wish to inform you that having inquired into this point, I learn that the price of culm delivered on railway from the Kilkenny and Tipperary coal pits (the mines at Kanturk not having been worked for some years), is from 10 s. to 11 s. per ton, whereas the price quoted to-day for small English coal delivered at this station is 10 s. per ton. The apparent discrepancies between the rates you name arise from the fact that in fixing rates we adopt a scale the gradations of which are 5 miles. Distances of 2½ miles over the scale being charged at the next lowest rate, and distances of more than 2½ miles at the next highest rate; for example, 22½ miles is charged as 20; and 23 miles as 25. I could supply you with a number of instances where the scale turns in favour of Irish coals against imported coals. You ask how the rate of 9 s. 2 d. per ton for porter between Cork and Killmallock is made up. I have to say that this is our 3rd class rate according to scale for the same distance on any part of the line, the company having been constrained to withdraw the exceptional arrangement of carrying 24 cwt. to the ton. As explained in my letter of 3rd instant, the traffic falls into its class.

From R. G. Colhoun to W. H. O'Sullivan, M.P.

G. S. & W. Railway, 28 June.

In reply to your letter of 27th inst., I have the pleasure to give you below several cases in which the scale turns in favour of Irish coal and culm.

| IRISH COAL AND CULM. | | | ENGLISH COAL AND CULM. | | |
|---------------------------|--------|-------|------------------------------------|--------|-------|
| — | Miles. | Rate. | — | Miles. | Rate. |
| Thurles and Birdhill - | 62½ | 5 - | Against Kingsbridge and Tullamore. | 58 | 5 - |
| " Mountrath | 27½ | 2 6 | " Cork and Castle-townrooke. | 28½ | 3 - |
| " Dublin - | 86½ | 6 6 | " Cork and Tralee | 83½ | 6 6 |
| " Emly - | 27 | 2 6 | " Cork and Buttevant. | 26½ | 2 - |
| " Buttevant | 50½ | 4 6 | " Cork and Knock-lung. | 48½ | 4 6 |
| Carlisle and Maryborough. | 47 | 4 - | " Limerick and Castletownrooke | 47½ | 4 6 |

The instances cited in your letter of 13th instant show the reverse, but it is only fair to examine both sides of the question. The distances quoted by you are inaccurate in the following cases, and you will observe that the discrepancies, though small, have the effect of turning the scale in favour of your argument, thus: You state the distance, Cork to Lombardstown, is 28 miles, while in reality it is only 27½, which would be charged as 25. The distance, Thurles to Charleville, you give as 42 miles, while it is actually 42½ (charged as 45). Again, the distance, Thurles to Killmallock, 37½ miles, you quote as 37½. I would point out that through all this correspondence you are contrasting the charges for Irish culm against English coal, instead of against English culm or small coal, which would be a fair contrast. In my letter I dealt simply with the latter as regards prices.

In answer to your question as to how the rate of 9s. 2d. per ton for ale and porter, Cork to Kilmallock, is made up, I regret I can give you no further information than that contained in my letter of 24th inst. That there are exceptions to class rates for goods traffic it is an admitted fact all over the United Kingdom. The circumstances that give rise to them are of varied nature; for example, in the instances you mention we have competition by sea and by carriers on the road to contend with.

Our proportion of the rate for ale between Burton and Cork is the amount received in accordance with arrangements for division of cross-Channel traffic in force between companies parties to the South of Ireland Conference. I admit and regret the delay in replying to your letter of 13th inst., but it was caused by my having to communicate with several stations about prices, and also about the quantity of traffic carried. As regards the latter, I have to say, that whereas you contrast the rates for coal between Cork and Kilmallock with that from Thurles to Kilmallock, I find the respective tonnages to be as follows:—

Cork to Kilmallock—

Coal carried in 6 months, ending
30th May 1881 - - - 2817 tons.

Thurles to Kilmallock—

Coal carried in 6 months, ending
30th May 1881 - - - 6 tons.

The other Irish coal district you refer to is Banteer (Kanturk), and, as stated in my last, the pits in that district are not at work.

Q. 12044. In the general revision of goods rates which took effect on 1st January 1881, a number of exceptional rates were cancelled, the goods now falling into their respective classes, the object being to obtain uniformity all over the line as far as practicable.

Q. 7295. The company deny that the rates are arranged to favour Dublin or Cork.

Q. 7297. None of the Great Southern and Western Company's local goods rates to Cork include cartage except butter.

Q. 7300. In the allusion to Great Southern and Western rates, witness again omits the description of traffic. In case he refers to grain, the following are the rates:—

| | Miles. | Special. | 2nd Class. |
|-----------------------------|--------|----------|------------|
| | | s. d. | s. d. |
| Limerick to Charleville - - | 25½ | 4 - | 4 2 |
| Cork to Charleville - - - | 36½ | 5 3 | 5 10 |
| Cork to Bruree - - - | 42 | 5 9 | 6 8 |
| Limerick to Bruree - - - | 19½ | 3 6 | 4 2 |
| Limerick to Croom - - - | 12½ | 3 - | 3 4 |
| Cork to Croom - - - | 49½ | 6 9 | 7 6 |

All these rates are fixed upon the same basis, viz., the rates from Cork are the same as from Limerick for like distances. The rate per ton

per mile diminishes as distances increase. No advantage is given to Cork, to the detriment of the Limerick trader.

Q. 7303. Coal rate between Limerick and Charleville is 2s. 6d. per ton. The coal rates from Cork to stations in the Limerick district, and those from Limerick are fixed on the same basis precisely, so that no advantage is given to the Cork trader over Limerick. The rate for coal, Limerick to Nenagh, is 2s. 6d. per ton, not 3s. 6d. as stated.

Q. 7305. The rule as to prepayment of returned empties applies equally to Cork and Limerick. Witness is again in error in supposing that a preference is given to Cork.

Q. 7306. The statement was correct at the time at which it was made, but consequent on the admission of the City of Cork Steam Company to the South of Ireland Conference, the rate from Cork to Manchester was made 33s. 4d., and from Limerick to Manchester 37s. 6d., so that there is but 4s. 2d. per ton between the two places, instead of 10s. as formerly. The Cork rates are affected by sea competition.

Q. 7308. The Limerick butter traffic is divided between the Dublin and Waterford routes.

The rate for whisky between Dublin and Limerick is 22s. 6d., and applies equally in both directions.

Q. 7309. The conclusion is natural from the erroneous statement given in answer to Question 7308.

The rate for whisky between Dublin and Cork is 22s. 6d. per ton, same as between Dublin and Limerick; the statement that whisky is carried from Limerick to Cork at same rate as from Dublin to Cork is also inaccurate.

The rate for leather, Limerick to Dublin, is 20s., not 25s., as stated.

The rate for hides, Cork and Limerick, in wagon loads of six tons, owner's risk and labour, is 7s. 6d. per ton.

Q. 7312. Witness is inaccurate here also, and his evidence misleading. The local rate for hardware, Limerick and Charleville, is 10s., while the through rate, Bristol and Charleville, is 44s. 2d. Consequently, the facts are the reverse of what is stated.

Q. 7313. Rate for iron bars, Cardiff to Limerick, per ton, 15s. 6d.; rate for iron bars, Cork to Limerick, per ton, 8s. 4d.

Q. 7314. The local classification of hardware has not been raised.

Q. 7317. The rates between Limerick and Liverpool are affected by direct steam competition. Steamers carry American bacon at 10s. per ton, and other goods at proportionately low rates.

Q. 7318. The rate for bacon, Limerick to Manchester, is 37s. 6d. Traffic goes in small quantities; whereas the American bacon is carried in large lots.

Q. 7320. Nothing is known of the through rate of 35s., New York to Limerick, for butter. No preference is given by railway companies to American butter over Irish.

Q. 7322. The difficulty has been removed by the arrangement of through rates.

Q. 7324. There is no manufacture of iron in Limerick.

Q. 7326. The honourable Chairman's view is strictly accurate.

Q. 7333. See reply to Q. 7312. The evidence given is unreliable.

REPLY of the GREAT SOUTHERN and WESTERN RAILWAY COMPANY to the EVIDENCE of
Mr. Thomas Pim, Jun., given 2nd June 1881.

WITH regard to the evidence of Mr. Thomas Pim, jun., the Company have to state that, having made applications for copies of this evidence without effect until the first instant, when it was received, and having received a letter, dated 1st August 1881, from the Secretary to the Committee, intimating that the reply thereto is to be forwarded to London not later than by Wednesday's post, 3rd August, or it would not be published with the evidence (Thursday, 4th August), being the latest day on which the Committee will sit, it is found impossible to deal with the various questions upon which Mr. Pim was examined. One or two points, however, claim special attention.

The witness alludes to the through rates between English stations and stations in the south of Ireland; for example, Tipperary and Kilkenny. These rates are not and cannot be governed by the rates to Dublin, because of competition *via* the port of Waterford.

Then with reference to the Question 8193, about Preferential Rates, it is but right to record that since November 1879, the rate for bale goods between Manchester and Kilkenny has been 40s., and that at no period has the rate, or any other through Cross-Channel rate, had an exceptional application, or been given to one trader to the prejudice of another, so far as the Great Southern and Western Railway Company is concerned.

The same remarks apply also in the case of drapery rate between London and Cork (Question 8196.) Witness is misinformed. From April 1875 to March 1879, the rate was 66 s. 8 d., when it was reduced to 62 s. 6 d. It has been 65 s. since the 1st June 1881, but on all occasions the rates were charged to traders alike, without distinction, and no private contract was made by this Company.

Signed on behalf of the Company,
Fras. B. Ormsby, Secretary.

Kingsbridge Terminus, Dublin, 3 August 1881.

QUESTIONS addressed in writing by Mr. W. S. Caine to Mr. Colhoun. The only Replies received to these Questions are contained in the foregoing Remarks upon Evidence.

HAD your superintendent a correspondence with a Member of this Committee regarding the rate for porter and ale from Cork to Kilmallock?

Did you write a letter to Mr. O'Sullivan on the 16th of March last (*see* first letter, page 550) suggesting a rate of 6 s. 8 d. per ton, which would be about 1 s. 2 d. per ton reduction on the rate complained of by Mr. O'Sullivan?

See Mr. O'Sullivan's reply to that letter.

Did you carry out that suggested reduction?

Between the date when you wrote that letter (proposing a reduction in the rate) and the first of last month, did Mr. O'Sullivan elicit evidence before this Committee from Mr. Banks, Mr. Power, and Mr. Pim, which was rather unfavourable as to the management by your company in many respects?

See evidence of Mr. Banks, page 216, Mr. Power, 317, and Mr. Pim, 356.

What cause was there for abolishing this rate of 24 cwt. to the ton, between Cork and Kilmallock which existed there for a number of years. Did not the 24 cwts. to the ton rate which you abolished on the 10th of last month amount to about 7 s. 8 d. for the net ton for 40 miles?

Did you not think that a fair rate without adding 20 per cent to it?

What distance is it from Cork to Limerick?

What do you charge per ton for those 61½ miles?

You only charge 7 s. 9 d. per ton for porter and ale from Cork to Limerick, a distance of 61½ miles, and you charge from Cork to Kilmallock, a distance of 41 miles, 9 s. 2 d. per ton?

Is not Limerick about 20 miles west of Kilmallock?

Is not that the town which is likely to compete locally in the porter and ale trade with Kilmallock?

Are your company in the habit of giving any special rates for large quantities?

Have you any customers in Limerick who get as much porter and ale from Cork to Limerick as Mr. O'Sullivan's firm get from Cork to Kilmallock?

As a matter of fact, does not Mr. O'Sullivan's firm get more porter and ale between Cork and Kilmallock than any three customers you have in Limerick?

What distance is it from Fermoy to Cork (*see* Paper, No. 33.)

Is not Fermoy about 20 miles south of Kilmallock?

Is not that the other town with which Mr. O'Sullivan's firm has to compete?

Yet you only charge 6 s. 2 d. per ton to that town from Cork, 38 miles, while you charge to Kilmallock, only three miles further, 9 s. 2 d. per ton, or more than 50 per cent. for the additional three miles?

Is it a fact, that Mr. O'Sullivan's firm get the greater part of all the porter and ale coming to Kilmallock Station?

Can you point out any other case on your line in which you have made such an increase as you have made between Cork and Kilmallock since the 1st of March last?

As a matter of fact, have you not made several reductions on your line this year both in carriage of goods and in passenger fares?

Does not your action look like a special attack on a Member of this Committee?

What other construction can be put on it?

Do you convey Burton beer from Dublin to Cork for 12 s. 2 d. per ton, a distance of 165 miles?

Though you charge 9 s. 2 d. for 41 miles from Cork to Kilmallock?

I N D E X.

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BIRMINGHAM :

1. *Representations generally on the part of the Birmingham Chamber of Commerce ; want of a locus standi before the Railway Commissioners.*
2. *Citric Acid.*
3. *Elliott's Metal Company.*
4. *Fenders.*
5. *Fire-bricks.*
6. *Fish, Game, Poultry, &c.*
7. *Glass.*
8. *Grain.*
9. *Hardware.*
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11. *Timber.*
12. *Wire.*
13. *Relative Rates, and relative Time occupied, between Birmingham and London, and Birmingham and Manchester by Canal and by Railway.*

1. *Representations generally on the part of the Birmingham Chamber of Commerce ; want of a locus standi before the Railway Commissioners :*

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10. *Iron* :

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Rates upon different classes of iron for export from Birmingham *via* Hull, West Hartlepool, and Newcastle, *App.* 175.

11. *Timber* :

Opinion of the Birmingham timber trade that many of the present rates are illegal, *Hawkes* 11636—Comment upon the high rate for mahogany and other hard woods from Liverpool to Birmingham as compared with the rate from Bristol, *ib.* 11636-11638.

12. *Wire* :

Complaint as to the excessive railway rate for wire from Birmingham to London as compared with the rate for Belgian wire from Antwerp to London and Birmingham, *Kempson* 11542 *et seq.*—Large consumption of Belgian wire in Birmingham; statement hereon as to the relative price of quality and of such wire of that locally manufactured, *ib.* 11546-11553. 11563-11581—Belief that the rate charged between Birmingham and London is in excess of the legal maximum; claim to a revision of the rate, *ib.* 11553. 11582-11588.

Statement as to the origin of the comparatively low rate for foreign iron wire between Belgium and Birmingham; contemplated advance of the foreign rate, *Findlay* 14451, 14452—Self-interest of witnesses' company to encourage the home trade in wire and

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glass from Birmingham to London in competition with the trade by sea from Belgium; no complaint or representation has been made to witness on this subject from Birmingham, *Findlay* 15460-15472—Advantage to the Birmingham manufacturer in low rates being quoted from Antwerp to Birmingham for the iron rods whence the wire is drawn, *ib.* 15461-15463. 15466.

13. *Relative Rates, and relative Time occupied, between Birmingham and London, and Birmingham and Manchester, by Canal and by Railway:*

Statement showing the high rates for goods between Birmingham and London in 1832, the long time occupied in transit by road and by canal, and the comparatively small quantity of traffic, *Findlay* 14100, 14101—Great reduction of rates to and from Birmingham since the opening of railway communication; enormous increase of traffic, and great saving of time in conveyance, *ib.* 14102, 14103.

Papers submitted by Mr. Grierson containing details relative to the rates between London and Birmingham and between Birmingham and Manchester, and showing the rates by canal in 1836, by railways and canal in 1842, and by railways in 1866, *App.* 259-262.

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Birmingham Canal. Acquisition of the Birmingham Canal by the London and North Western Company in 1846, under a guarantee of four per cent., *Lloyd* 10121, 10122—Explanation of the terms of the arrangement between the Birmingham Canal Company and the London and North Western Company; prejudice to the public by the control exercised by the latter, *ib.* 10265-10274. 10339-10352. 10363, 10364. 10420, 10421.

Strong complaint as to the action of the London and North Western Company in destroying through traffic on the Birmingham Canal, *Spence* 10438.

Control by witness' company of the Birmingham Canal so long as it does not earn four per cent., being the amount guaranteed by the company; large sums paid in order to make up the guarantee, *Findlay* 14442, 14443—Expensive maintenance of the canal, so that but for the railway company there would be little, if any, dividend for the shareholders, *ib.* 14443—The tolls on the canal never exceed the maximum, and are very reasonable, *ib.*

Grounds for complaint as regards the absorption of the Birmingham Canal and other canals by the London and North Western Company, *Hingley* 5484-5499. 5659-5664—Explanation in reply to the foregoing statement, *Findlay* 15594-15602.

Clauses in the Canal Company's Consolidation Act of 1835 bearing upon the question of terminals, *App.* 235.

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Birmingham and Midland Counties Grocers' Protection and Benevolent Association. Petition of this Association, complaining of the excessive, irregular, and differential charges imposed by the railway companies upon the carriage of groceries, and submitting the expediency of amended regulations on various points, *App.* 227—Comparison between certain sales as charged in 1877 and in 1881; large increase in the latter year, *ib.* 227, 228.

Blackburn. Evidence in detail as to the unduly high rates for cotton and cotton goods in the Blackburn district, as to the failure of efforts to obtain a reduction of rates, and as to the grounds upon which a reduction is claimed, *Harrison* 2525 *et seq.*

Enormous cotton trade of the Blackburn district, and of North and North East Lancashire; very large quantities of cotton and of cotton yarn received from Liverpool and Manchester respectively, *Harrison* 2533-2539—Advance made in 1872 in the rates for the carriage of cotton to Blackburn, on the ground of the increased cost to the railway companies of coal and of wages, *ib.* 2559-2561. 2800. 2928. 2932.

Large reduction in the cost of coal since 1872, but without any reduction having been made in the cost of carriage of cotton, &c., *Harrison* 2562-2564. 2575, 2576. 2728-2730. 2928-2932—Average annual claim of 3 *l.* a year, in the case of witness' firm upon a value of about 190,000 *l.* a year in cloth, *ib.* 2585-2587. 2674.

Opinion that the sales for cotton, &c., from Manchester and Liverpool to Blackburn should be reduced about 3 *s.* a ton; expediency of a reduction generally to the extent of about thirty per cent., *Harrison* 2596-2598. 2694-2706. 2724-2727. 2738-2743. 2815, 2816—Practice in Blackburn of always sending the goods to Manchester, there being no manufacturer in Blackburn who packs his own goods, *ib.* 2683-2692. 2707, 2708—Probable transmission of a large quantity of packed cloth monthly direct from Blackburn to Liverpool or London, *ib.* 2772, 2773.

Admission as to railways having been of considerable service to the cotton-spinning trade

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trade of Blackburn, *Harrison* 2789-2798—Extent to which the cotton trade of the Manchester and Blackburn district would profit more by a reduction of the railway rates to Liverpool than to London, *ib.* 2849-2859.

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Blarney (*Great Southern and Western Railway*). Explanations in reference to a statement by Messrs. Mahoney Brothers, of Blarney, as to the refusal of the Great Southern and Western Company to provide a siding at Blarney Station for coals, &c., or to accept a rate of 1 s. 6 d. a ton for coals between Cork and Blarney, *Banks* 4795-4804—Offer by Sir George Colthurst to give the land required for a siding, *ib.* 4802—Facility with which sidings might be put down at Blarney Station, *ib.* 4910-4912.

Bleaching Powder. Great difference as regards bleaching powder in the classification in Ireland and in England, *Dickson* 6801. 6941, 6942. 7013.

Block System. Opinion that the increased expense entailed by the block system and improved signalling arrangements is no justification for the maintenance of the present high rates for coal and iron, *Baxter* 9456.

Great expense involved in the block system and in improved signalling apparatus, &c., as compared with the saving in the cost of coal, &c., *Grierson* 13592-13597.

Wisdom of outlay on the block system, and other improvements, not only as lessening accidents and the claims for compensation, but as rendering railway travelling more popular, *Findlay* 14516, 14517—Charge against revenue of the large expenditure (900,000 L.) of witness' company upon the block system, *ib.* 15389-15392.

Cost of the block system further considered in connection with the reduced number of accidents and the reduced payments for compensation, *Findlay* 15419-15424. 15554-15556.

BOARD OF TRADE:

1. *Suggestions for the exercise of Enlarged Functions by the Board of Trade with reference to Railway Companies, and for the Initiation and Prosecution of Proceedings by the Board before the Railway Commissioners.*
2. *Objections to the foregoing Proposal.*
3. *Question of the Board reporting upon Rate Clauses in Railway Bills.*
4. *Action generally of the Board as regards the Companies.*
5. *Views of the Board upon the general Question of Rates and Terminals.*

1. *Suggestions for the exercise of Enlarged Functions by the Board of Trade with reference to Railway Companies, and for the Initiation and Prosecution of Proceedings by the Board before the Railway Commissioners:*

Ample power of the Board of Trade, under the Railway and Canal Traffic Act of 1854, to deal with questions of over-charge, preferential rates, and want of reasonable facilities; improved machinery required with a view to action on these points, *Hunter* 400-412. 438-441. 473-480—Suggestions as to the functions to be discharged by the barrister proposed to be attached to the Board, with a view to the prevention of violation of the law by railway companies, *ib.* 410. 600-602.

Further consideration of the powers of interference on the part of the Board of Trade for the protection of individuals against the companies, *Hunter* 625-628. 937-945—Power already in the Board to interfere for the protection of the public, witness submitting that this power should be exercised, *ib.* 625-628. 734-737. 779-788.

Expediency of the Board of Trade bringing grievances before the Railway Commissioners, whether on the part of an individual or of a community, *Forwood* 2164-2172—Doubt as to the Board having sufficient powers for the protection of the public in the matter of over-charges, or having any power of limiting the rates, *Muspratt* 3065, 3066. 3293, 3294—Approval of the Board of Trade examining into complaints by traders, and putting pressure on the companies to obey the law, *ib.* 3216, 3217—Advantage of the Board being authorised to take action on behalf of individuals and the public, *Taylor* 3518, 3519. 3592-3600.

Expediency of some official at the Board of Trade who should act as a sort of public prosecutor, and should take up the case of individuals unable to fight the companies against excessive rates, *Hickman* 4479-4483—Suggestion with a view to the Board being bound not only to hear complaints, but to prosecute on the part of individuals who cannot obtain redress, *ib.* 4646-4649.

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Facility if a Board of Trade official were to attend personally at the large towns in Ireland, in order to receive complaints against the companies, and submit them to the Railway Commissioners, *Banks* 5022, 5055, 5056, 5098-5101—Facility also to complaints, if the public might send their case to the Board of Trade for investigation before going to the expense of proceeding before the Railway Commissioners, *ib.* 5055-5057.

Further statement as to the advantage of a permanently appointed official of the Board of Trade who might be consulted on railway difficulties, whilst chambers of commerce and trade associations should have a *locus standi* before the Railway Commissioners, *Hickman* 5187-5190—Necessity of a department of the State to keep the companies in control, *ib.* 5303.

Evidence in further support of the proposed action of the Board of Trade on the part of individual traders, instead of the latter applying directly to the Railway Commissioners, *Hickman* 5339-5352—Necessity of a board of control as to railway rates, traders being unable to contend with the companies, and having a dread of litigation before the Railway Commissioners, *Hingley* 5716, 5761-5767—Advantage if the Board of Trade were to take cases before the Commissioners, *Hon. F. Strutt* 8537.

Recommendation by the Mining Association of Great Britain that arrangements should be made whereby the Board of Trade, where a violation of the law by a company has been shown to exist, should apply to the Railway Commissioners for remedy, *Peace* 9103—Suggestion that a department of the Board should take up cases for which good grounds can be shown, and should prosecute them before the Railway Commissioners, *Graham* 9665, 9764-9766, 9780—Doubt whether the Commissioners can be properly controlled save by a department of the State, *Lloyd* 10259, 10260, 10288.

Suggestion that the Board of Trade should first receive and examine all the complaints against the companies, and should, under certain circumstances, commence proceedings against them before the Commissioners, *Spence* 10437—Expediency of a department of the State for keeping Railway Commissioners within their privileges under Acts of Parliament, *Duncan* 10700, 10701.

Letter from the Mayor of Liverpool to the Chairman of the Committee, dated 26th May 1881, containing suggestions as to powers which the Railway Commissioners and the Board of Trade should exercise, *App.* 157, 158.

2. *Objections to the foregoing Proposal :*

Grounds for objecting to the Board of Trade initiating proceedings or undertaking prosecutions in the court, *Baxter* 9383, 9384, 9430-9434—Objection to the Board of Trade taking the initiative in fixing a through rate, *Grierson* 12658.

Decided objection to any department of Government, such as the Board of Trade, taking cases before the Railway Commissioners, *Farrer* 16396, 16397, 16447.

Correspondence submitted (*App.* 321-342) relative to the question of a junction between the South Western and South Eastern Railways at Farnborough; illustration in this case of the difficulties of the Board of Trade in prosecuting complaints before the Railway Commissioners, *Farrer* 16462.

3. *Question of the Board reporting upon Rate Clauses in Railway Bills :*

Expediency of the Board of Trade reporting upon any provisions in Bills for increase of rates, *Hickman* 5313-5315—Very little check through the Board of Trade upon the rate clauses in Bills, *Baxter* 9274-9277.

Explanation relative to the functions discharged by the Board of Trade in connection with Railway Bills; reasons for the discontinuance of the former practice of reporting to Parliament upon each Bill, and upon proposals for increased rates, &c., *Farrer* 16534-16550.

4. *Action generally of the Board as regards the Companies :*

Satisfactory action of the Board of Trade, as a rule, in their dealings with the railways, *Grierson* 12546-12548.

5. *Views of the Board upon the general Question of Rates and Terminals :*

View formerly of the Board of Trade in favour of a maximum rate, whereby terminals should be dispensed with, *Grierson* 13189.

Result of witness' consideration (as Permanent Secretary of the Board of Trade) of the evidence before the Committee, that he does not consider that the charges generally of the railway companies are excessive, *Farrer* 16551, 16552—Probable change of opinion at the Board of Trade upon the question of terminal charges in Bills, *ib.* 16551-16554.

See also *Railway Commissioners.*

Bolton. See *Cotton, and Cotton Goods.*

Bolton and Bury Canal. Instance in the case of the Bolton and Bury Canal of violation of the law as to canals being kept in proper working condition, *Spence* 10438.

Bookbinders and Machine Rulers Consolidated Union. Petition referred to the Committee from the London Branch of the Union, *Rep.* viii.

Booking Fees. Abandonment by the London and North Western Company of the former booking charge of 2 *d.* for each article, whereby they gave up to the public from 12,000 *l.* to 14,000 *l.* a year, *Findlay* 14134

Brackley (London and North Western Railway). Explanation in reply to a complaint that at Brackley station a ton of coal is charged 3 *d.* a ton for siding rates and 1 *d.* a ton for weighing, without any services being rendered for these charges, *Findlay* 14474-14479.

BRADFORD :

1. *Complaint on the part of Bradford as to the Differential Rates in favour of Manchester for Woollen and Worsted Goods to London.*
2. *Relative Rates to Bradford for Foreign Wool and for Home Wool.*
3. *Relative Rates from Winchester to Liverpool, and from Winchester to Bradford.*
4. *Irish Wool.*
5. *Different Routes to and from Bradford ; Question of Competition.*
6. *Complaint as to Differential Rates, but not as to excess of Maximum Rates.*

1. *Complaint on the part of Bradford as to the Differential Rates in favour of Manchester for Woollen and Worsted Goods to London :*

Severe competition of Manchester with Bradford for the export trade in worsteds and woollens ; complaint on the part of Bradford that the rate to London for export is 35 *s.* a ton whilst from Manchester to London it is only 25 *s.*, *Garnet* 1305-1315. 1379-1384 — Rate of 40 *s.* from Manchester to London, and of 43 *s.* 4 *d.* from Bradford, for the home trade ; excess of this rate as compared with that paid by the foreign consumer, *ib.* 1316-1329 — Differential rates for wool to various ports besides London, *ib.* 1330-1333.

Statement as to the great bulk of the exports for Australia going through London ; obstacles to any nearer port being used by Bradford for its export goods, *Garnet* 1456-1476 — Claim more especially to a reduction of the London and Bradford rate to the level of the Manchester rate, the distances being about the same, *ib.* 1493, 1499. 1516. 1538-1540. 1572-1571.

Further complaint as to the differential rates between Bradford and London in favour of goods for export, *Garnet* 1500-1507. 1511-1515 — Very little wool taken up at Bradford for export direct, *ib.* 1556 — Claim of Bradford on account of the magnitude of its trade to special rates equally with Manchester, *ib.* 1580-1586.

Admission that it would be no advantage to the Bradford manufacturer, but rather a disadvantage, if the rate on goods for export were raised to the level of the rate on the home article ; expediency rather of a reduction of the latter rate, or of a medium and equal rate being charged on both classes of goods, the cost of conveyance being similar, *Garnet* 1587-1597. 1600-1607.

2. *Relative Rates to Bradford for Foreign Wool and for Home Wool :*

Lower rate on foreign wool from London to Bradford than on home wool from Banbury to Bradford, a much shorter distance, *Garnet* 1334-1337 — Very large quantities of foreign woollens sent from France to Bradford *via* London and Hull ; doubt as to the rates, *ib.* 1371-1378 — Much larger quantity of imported wool sent to Bradford than of home grown wool, the complaint being that undue facilities are given to the former as compared with the latter, *ib.* 1385-1393.

Depressed state of the trade of Bradford irrespectively of railway rates ; assistance by a reduction of the latter, *Garnet* 1448-1451 — Large quantity of wool which comes from London to the Bradford district to be manufactured ; proportion exported from London, *ib.* 1454, 1455.

Grounds further urged for the complaint as to the high rate for wool, &c., from Banbury to Bradford as compared with the rate to London in proportion to the distance ; much smaller quantity conveyed in the former case, *Garnet* 1508-1510. 1520-1523 — Active competition of French manufactured goods with Bradford goods, the struggle between the two being very keen, *ib.* 1609-1614.

3. *Relative Rates from Winchester to Liverpool, and from Winchester to Bradford :*

Differential and lower rate between Winchester and Liverpool as compared with the rate between Winchester and Bradford, *Garnet* 1338-1348.

Further statement as to the low rate for wool between Winchester and Liverpool as compared with the rate from Winchester to Bradford ; advantage both to the Bradford manufacturer and to the producer if the latter rate were reduced to the proportion of the former, *Garnet* 1436-1440. 1452, 1453. 1559, 1560.

BRADFORD—continued.**4. Irish Wool:**

Grounds for complaint on the part of Bradford as to the rate for Irish wool from Dublin; reduced rate if declaration could be made that the wool was for export, *Garnet* 1343-1368—Very small quantity of Irish wool sent to Liverpool for export, the main portion coming to Bradford, *ib.* 1477-1480.

Obstacles to an arrangement on the part of the Bradford traders for bringing Irish wool to Liverpool independently of the railway companies, and for then paying the local rate from Liverpool to Bradford, *Garnet* 1481-1488.

5. Different Routes to and from Bradford; Question of Competition:

Information as to the former and present facilities of railway communication with Bradford; limited extent to which there has been beneficial competition between the several companies, *Garnet* 1319-1321. 1394-1425. 1524-1534—Similar rate by each of the three railways between Bradford and London, *ib.* 1319-1321. 1411-1414. 1418-1422.

Successful competition of late by sea *via* Goole; saving of about 10 s. a ton between London and Bradford by this route as compared with the railway routes, *Garnet* 1423-1425—Greater expedition by the railway route from Bradford to London than by the sea route *via* Goole; opinion that the rates by the former should be reduced to the level of those by the latter, *ib.* 1489-1498. 1517-1519.

Statement as to there not being competition in rates either between Bradford and London or between Dublin and Liverpool, though there are several companies in each case, *Garnet* 1524-1537—Shorter distance between Bradford and London by one route than by others, whereas the former is none the cheaper, *ib.* 1551-1555.

6. Complaint as to Differential Rates, but not as to excess of Maximum Rates:

Explanation that witness does not complain of any excess of maximum rates; he has not inquired whether there is any such excess, *Garnet* 1441-1447—Complaint on the part of Bradford that differential and preferential rates are charged, not that the maximum rates are exceeded, *ib.* 1576-1579. 1585, 1586. 1608.

See also *Liverpool*, 8. *Wool and Woollen Goods*.

Brayton Colliery (Cumberland). Illustration in the case of Brayton Colliery of the undue preference given by the Furness and London and North Western Companies' rates for coal from competing collieries, *Fletcher* 9119-9123. 9166.

Breach of Contract. Breach of the contract between Parliament and the companies if, (as proposed by Mr. Hunter), the rates were to be equal in all cases, except with the express sanction of the Railway Commissioners, *Grierson* 12639—In the event of any such legislation the proper and equitable course would be for Government to acquire the railways and try the effect of it themselves, *ib.*

Brewers. See *Banbury*. *Burton*. *Derby*.

Bricklayers' Arms Station. See *South Eastern Railway Company*.

Bricks, Tiles, &c. Statement as to witness having been asked a rate of 20 s. per ton for fire bricks, afterwards reduced to 11 s. 8 d., from Deepfields (Staffordshire) to the High Level Station of the Crystal Palace, whilst bricks from the same district to London are taken at 6 s. 8 d. a ton by the North Western Company, *Marsh* 4009-4021. 4046-4066—Complaint also in the matter of some tiles supplied by witness to a merchant at Windsor, for which the South Western Company charged 16 s. 8 d. a ton, whereas the Great Western Company's rate is only 12 s. 6 d., *ib.* 4021-4034.

Grounds for objecting to the classification of the companies as regards bricks and tiles from the pottery districts, *Marsh* 4025-4034—Overcharge in the case of a supply of bricks from Spon-lane, Staffordshire, to Camberwell New Road, for which 15 s. a ton was charged, whereas the maximum should be not more than 10 s., *ib.* 4035-4045.]

Complaint as to the higher rate on bricks and clay than on coal and coke, *Jeans* 8944-8950—Several instances in the North of England of preferential rates for bricks and clay in favour of competing districts, *ib.* 8951-8953. 9029-9031. 9092-9095.

Much smaller quantities in which bricks are conveyed by the North Eastern Company than coals, witness submitting that the rate for bricks is fair and reasonable, *Tennant* 14743-14745—Explanation with further reference to the higher rate for bricks than for coal, *ib.* 14847-14849.

Bridgewater Canal. Comment upon the monopoly of water transit secured by the Bridgewater Canal Company between Manchester and Liverpool, *Spence* 10438—Strong complaint as to the combination between the Bridgewater Company and certain railway companies as to the rates on the canal, *ib.*

Bristol. Falling off in the trade of Bristol, whilst that of certain railway ports has much increased, *Williamson* 2269-2272.

Answers to certain complaints on the part of Bristol traders as to unequal and high rates, as compared with the rates to more distant stations, *Grierson* 13727-13733—Inaccuracies as to rates and distances in a statement by Mr. Wills, President of the Bristol Chamber of Commerce, *ib.* 13732, 13733, 13813, 13818, 13819—Great interest of the Great Western Company in the prosperity of the trade of Bristol, *ib.* 13733.

Further statement as regards the rates to Bristol (for drapery, &c.) that there is no reasonable ground of complaint, *Grierson* 13811-13820.

Statement showing the class rates charged by the Great Western Railway Company for the carriage of goods between Bristol and certain stations, and also the exceptional rates charged for certain articles, *App.* 98, 99.

Comparison between the maximum charges allowed by the Great Western Railway Company's Acts for the conveyance (only) of certain articles mentioned therein, and the total charges made by the company for the carriage of such articles between Bristol and certain stations, *App.* 102-105.

Statement showing the dock charges on ships arriving at the port with cargoes from the Baltic, on ships with cargoes from the Mediterranean, and on ships arriving in ballast and loading a cargo at the port, *App.* 177.

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British Iron Trade Association. Large number of firms of iron and steel manufacturers comprised in this association; employment by them of from 150,000 to 200,000 workmen, *Jeans* 8821, 8822—Chief objects of the association, *ib.* 8821, 8964-8967—Representations in detail on behalf of the association, *ib.* 8826 *et seq.*

Views of the British Iron Trade Association in favour of increased powers in the Railway Commissioners, *Jeans* 8907-8909—Expediency of the association having a right to appear before the Commissioners, *ib.* 8910-8912.

Brittain, Frederick. (Analysis of his Evidence.)—Witness is President of the Sheffield Chamber of Commerce, and is a manufacturer of steel files, saws, and tools, 7614-7616—The trade in steel rails and heavy goods is the branch chiefly interested in railway rates; several ports whence goods are shipped, 7617-7628.

Considerable falling off in the Sheffield trade in steel rails within the last few years, witness submitting grounds for the conclusion that the decline is largely due to the heavy railway rates to the port of shipment, and also to the rates to Sheffield on the raw material, 7621 *et seq.*—Instances of the high rates on pig-iron to Sheffield as compared with the rates to other towns, 7629-7631, 7687, 7691-7693—Much higher rates for steel rails from Sheffield than from Middlesborough to different ports, 7632-7638.

Useful competition if the canal to Hull had not passed into the hands of the railway company, 7639, 7640, 7682, 7683, 7696, 7697, 7724-7732—Comment on the very high rate for steel rails from Sheffield to Goole; similar rate to the more distant ports of Hull and Grimsby, 7640, 7642, 7680—Belief as to the ability of Sheffield to maintain its position and its trade if it had equitable rates, 7641, 7642, 7644, 7688-7695.

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Grounds for the conclusion that the charge from Sheffield to Goole is in excess of the legal maximum; explanation hereon that witness cannot distinguish the terminals from the rate, 7652-7680—Other causes besides the high rates which have tended to produce depression in Sheffield, 7681, 7684-7695—Calculation that Sheffield is handicapped to the extent of from 7s. to 8s. on each ton of steel rails as compared with certain competing towns, 7686, 7709-7711.

Difficulty as to Chambers of Commerce taking proceedings before the Railway Commissioners, 7702, 7703, 7706, 7707—Advantage if the powers of the Commissioners were extended with a view to their dealing with unequal rates; explanation hereon to the effect that witness does not contemplate equal mileage rates, 7704, 7708, 7749-7761—Reluctance of traders to apply to the Commissioners; special difficulty when manufacturers supply the companies with steel rails, &c., 7705, 7738.

Doubt whether the rate on steel rails from Sheffield has been increased since 1872; 7712-7715—Impetus to foreign competition since the discovery of the Bessemer process, 7716-7718—Increased competition with Sheffield chiefly in the South Wales and

Brittain, Frederick. (Analysis of his Evidence)—continued.

Middlesborough districts, 7719-7721—Belief that many contracts have been lost at Sheffield through the heavy rates, 7722, 7723.

Great distress in recent years among the working population of Sheffield, through the depression in trade, 7733-7735—Improved trade during the last twelve months, 7735—Doubt as to the manufacturers having applied to the railway company for a separation of the charges complained of, 7736-7739—Probability of the low rate to Grimsby as compared with Goole being partly due to the interest of the company in the former port, 7740-7748.

Circumstances under which the Railway Commissioners should be empowered to modify the maximum rates, 7753-7761—Reference to the rate for steel rails and for manufactured steel from Sheffield to London and to Woolwich, 7762-7768—Statement as to there being now less depression in the trade than there was a year or two ago, and as to some heavy contracts having been recently taken in competition with Middlesborough and South Wales, 7769-7784.

Further evidence on the question of the canal from Sheffield to Hull having passed under the control of the Manchester, Sheffield, and Lincolnshire Railway Company, so that useful competition has been lost, 7785-7796—Much lower charge than the maximum rate from Sheffield to Hull, 7797, 7798—Justification of compulsory reduction of the rate from Sheffield to Goole if it could be shown that the same rate to Grimsby, which is much farther, is profitable, 7799-7807.

Admission as to Goole having some natural disadvantages as compared with Hull and Grimsby; prejudice to the former through the high rate from Sheffield, 7802-7806—Reiteration of the view that Sheffield is injured by the high rate outwards and inwards, though the depression is due also to other causes, 7809-7815.

Broccoli, &c. Information as to the rates charged for broccoli and potatoes from Penzance to London; very moderate rates by witness' line for the conveyance of broccoli, *Grierson* 12711-12718—The goods in question are carried at the company's risk, *ib.* 12712, 12713, 12717, 12718—Reference to the relative rates from Jersey to Cherbourg, and from Penzance, for broccoli and potatoes to London; exceedingly moderate rates from Penzance, *ib.* 12719, 12720.

Correction of former statement as to certain rates for broccoli and potatoes from Penzance to London being at company's risk, *Grierson* 13392-13397.

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BURTON:

1. *Complaints as to Preferential Rates given to Brewers at Burton, as compared with Derby, Birmingham, Banbury, and other Towns; Tables in Illustration.*
2. *Explanations on the part of the Great Western and London and North Western Companies.*
3. *Copy of Agreement between Messrs. Allsopp & Sons and the London and North Western Company.*

1. *Complaints as to Preferential Rates given to Brewers at Burton, as compared with Derby, Birmingham, Banbury, and other Towns; Tables in Illustration:*

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12. *Question of Competition with Railways.*
13. *Suggestions on the part of Independent Canal Companies as to the Restrictions and Obligations desirable in respect of Railway Companies' Canals.*
14. *Conclusions submitted on the part of the Board of Trade.*

1. *Complaints on the part of several Witnesses as to the acquisition of Canals by Railway Companies, and as to the high and obstructive Tolls charged on such Canals:*

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8. *Foreign Canals:*

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CLASSIFICATION OF GOODS:

1. *Concurrence of Evidence as to the Inequalities and want of Uniformity in the present Classification, and as to the want of Revision.*
2. *Inequalities between the Classification in Ireland and in England; Assimilation desirable.*
3. *Suggestions for the adoption of an amended Classification; Functions proposed to be exercised in the Matter by the Railway Commissioners.*
4. *Clearing House Classification.*
5. *Explanations on the part of the Railway Companies.*
6. *Proposal on the part of the Companies for a revised Classification, with a re-arrangement of Maximum Rates.*
7. *Question of the Classification being accessible to Traders, and being Published.*
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1. *Concurrence of Evidence as to the Inequalities and want of Uniformity in the present Classification, and as to the want of Revision:*

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2. *Inequalities between the Classification in Ireland and in England, &c.*—continued.

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3. *Suggestions for the adoption of an amended Classification; Functions proposed to be exercised in the Matter by the Railway Commissioners:*

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4. *Clearing House Classification:*

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5. *Explanations on the part of the Railway Companies:*

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5. *Explanations on the part of the Railway Companies*—continued.

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6. *Proposal on the part of the Companies for a revised Classification, with a re-arrangement of Maximum Rates:*

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7. *Question of the Classification being accessible to Traders, and being Published*

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Recommendation that the companies be required to submit a classification to the Railway Commissioners, and that on approval by them it be published, *Dennis* 4110. 4123. 4255. 4262. 4263. 4300. 4301—Examination as to witness' grounds for the statement that the classification book cannot be seen at the different stations, as well as the book of rates, *ib.* 4244-4248.

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8. *Revision and Publication recommended by the Committee:*

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See also Bleaching Powder. Bricks, Tiles, &c. Bulk. Canals and Navigations, 4. Chemicals. Cotton and Cotton Goods, 5. Nails. Rate-books. Seeds. Soap. Tea.

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Uselessness of complaints to the companies, as it is averred that the rates are fixed by the Clearing House, *Simons* 8628. 8647. 8682. 8689—Consultation of officers at the Clearing House before alteration of rates, *Baxter* 9262-9264. 9385-9387.

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Capital of between 300,000 l. and 400,000 l. employed in this line; fair dividend paid out of the low rates charged, *Fletcher* 9111. 9133-9135. 9153—Saving of the above expenditure and advantage to the existing companies if they had reduced their rates, *ib.* 9111. 9136, 9137.

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Cleveland District. Statement showing the comparison between rates charged on coal and other iron-making materials, on foreign lines, and those charged by the North Eastern Company in the Cleveland district, *App.* 276.—See also *Iron*.

Clyde Shipping Company. Considerable extension of business of the Clyde Shipping Company at Cork since witness has become manager; successful competition with the Great Southern and Western Company, *Banks* 4988-4994—Evidence in detail as to the grounds of complaint of the Company on the subject of railway rates, *ib.* 4995 *et seq.*—Heavy expense which has deterred the Company from going before the Railway Commissioners for a redress of grievances as to rates, *ib.* 5056—Belief that the Company has through rates from Glasgow to some stations in the north of Ireland, but not from Cork to England, *ib.* 5115-5117. 5121, 5122.—See also *Cork*.

CQAL:

1. *Complaints relative to unequal or excessive Rates for Coal, as charged by different Railway Companies.*
2. *Supply of Coal to London; Rates charged.*
3. *South Wales.*
4. *Rates on Coal for Export.*
5. *Foreign Railways.*
6. *System of Grouping.*
7. *Question of Equal or Graduated Mileage Rates.*
8. *Concurrence of Evidence in support of Reduced Rates; View of Mr. Baxter that a Rate of ½ d. per Ton per Mile should suffice.*
9. *Explanations on the part of the Great Western, London and North Western, and other Companies as to the Rates charged, the allowance for Terminals, &c.; entire inadequacy of a Mileage Rate of ½ d. per Ton.*
10. *Through Rates.*
11. *Sidings.*
12. *Waggons.*
13. *Returns explanatory of the Rates on different Lines.*

1. *Complaints relative to unequal or excessive Rates for Coal, as charged by different Railway Companies:*

Excess of the maximum rate for coals over short distances, both by the Great Western and North Western Companies; instance in which terminals are not involved as accounting for the overcharge, *Hickman* 5268-5285.

Great inequality in the coal rates on the South Eastern line; comment upon an alteration in the rates in December last, *Sankey* 7390-7399. 7479-7482. 7519-7521.

The coal rates between South Wales and Staffordshire are not unreasonable, but might be lower, and yet leave a good profit to the companies, *Simons* 8705-8707.

Complaint

COAL—continued.

1. *Complaints relative to unequal or excessive Rates for Coal, &c.*—continued.

Complaint as to the higher coal rate of the Manchester, Sheffield, and Lincolnshire Company to Hull from the nearest colliery on their system in South Yorkshire than of the North Eastern Company's rate from Normanton to Hull; other instances of higher charges by the former than by the latter company, *Baxter* 9218-9225. 9319, 9320.

Complaint that for short distances from Parkfield, Kingswood, and other collieries, the rate charged by the Midland Company is in excess of the statutory maximum; details in support of this conclusion, *Cossham* 9529 *et seq.*—Overcharge also on passing from the Midland on to the Great Western system, *ib.* 9540-9542—Provision of waggons by the Parkfield Company, whereas no deduction is made by the Midland Company on this score, the charges, exclusive of waggons, being above the maximum, *ib.* 9542. 9544. 9555. 9556. 9564-9566. 9575-9577.

Reluctance of the Parkfield Company to apply to the Railway Commissioners; witness, moreover, was not aware that the Commissioners could decide as to the charge for terminals, the railway company claiming to make such charge, *Cossham* 9545-9554. 9571—For long distances the rates are under the maximum, *ib.* 9557, 9558—Reference to the statutory provisions under which witness contends that the Midland Company have charged in excess of their legal rights, *ib.* 9559-9563.

Paper submitted by Mr. Cossham containing particulars relative to the rates from Kingswood, and from Parkfield and South Pits Collieries to different stations on the Midland Railway, *App.* 170.

Paper submitted by Mr. Massey relative to the railway rates of carriage charged on coal for export from the South Yorkshire district over the Midland, the Manchester, Sheffield, and Lincolnshire, and North Eastern Railways, *App.* 171—Instances of the rates charged from collieries in the West Yorkshire district over the North Eastern Railway, *ib.*—Example of preferential rates of carriage on coal from Northumberland for export as charged by the North Eastern Company to their own ports in the Tyne, *ib.*

Railway rate of carriage on cannel coal for export from Wigan to Hull, *App.* 172—Rate charged by railway companies from South Yorkshire to London on coal for use in the metropolis, *ib.*

Paper containing particulars relative to the coal rates from West Cumberland collieries for shipment to Ireland, as compared with those from other colliery districts for same destination, *App.* 280.

Paper submitted by Mr. Barclay containing a comparison of rates on coal charged by the Maryport and Carlisle Railway Company with those charged in other districts with which West Cumberland has to compete, *App.* 288, 289.

2. *Supply of Coal to London; Rates charged:*

Commencement of the supply of coal to London by railway in 1851, since which period the supply has increased to about 6,000,000 tons a year at the present time, and is still steadily increasing, *Baxter* 9191-9193. 9196—Reference to certain maps and a table as showing respectively the localities of the several coal fields whence London is supplied by railway, and the quantities from each source, *ib.* 9192, 9193.

Large supplies from Derbyshire and Nottinghamshire, Yorkshire and South Wales, though more distant from London than other coal fields which send much smaller quantities, *Baxter* 9193—Very little alteration since 1870 in the rates per ton from the different coal fields to London, *ib.*

Lower rate per mile as the distance from London increases; salutary competition thereby, as with equal mileage rates the nearer coal fields would have a monopoly, until the price so rose as to admit of competition from a distance, *Baxter* 9193-9197. 9333, 9334. 9342, 9343—Rate of 55 *d.* per ton from the nearest coal field, and of 39 *d.* from the most distant, *ib.* 9193—City dues of 1 *s.* 1 *d.* per ton paid upon all coals coming within twenty miles of London, *ib.* 9194, 9195.

Witness submits that the present rates for coal to London (the trade being exceedingly depressed) are neither liberal nor equitable; reference hereon to the great reduction in the sea freights, *Baxter* 9290. 9321. 9337-9340. 9451-9455.

Excess of production of coal in recent years, this partly accounting for the increased supply sent to London, *Baxter* 9301, 9302—Benefit to the public by the competition of screw colliers with the railways to London, *ib.* 9335, 9336.

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Tabular statement submitted by Mr. Baxter, showing the rates for coal from different coal fields to London, the mileage from each coal district, and the total quantity of coal brought from each district to London in 1877 by railway and canal, *App.* 161.

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3. *South Wales :*

Prejudicial exclusion of great quantities of South Wales coal from the Liverpool market if there were a small increase of rate ; low rates necessary where there is competition by sea, *Menelans* 13048-13055. 13059-13075. 13116, 13117. 13120-13126—An additional 3*d.* a ton would keep Sir George Elliott and Messrs. Dickson out of the Liverpool market, *ib.* 13048-13050. 13070-13076.

Belief that there has been no appreciable increase of the coal or iron rates for the last ten or fifteen years in the case of the Dowlais works, *Menelans* 13063-13065. 13110. 13151—There are no special rates in the district, the rates being arranged according to a certain group or area, *ib.* 13069. 13080-13082.

Very small margin of profit on coal raising in South Wales ; over-production in recent years through the low railway rates and the demand for the coal, this being, however, to the advantage of the public, *Menelaus* 13070-13079. 13116-13119. 13140-13144—Question considered whether the low rates for coal from South Wales being remunerative to the companies, the higher rates charged in other districts should not be reduced, *ib.* 13083-13092. 13108-13111.

Grounds for the conclusion that a reduction in the coal rates for all the collieries in South Wales would not benefit the proprietors in the least, *Grierson* 13483-13487.

Examination with further reference to the rates for coal from South Wales, witness maintaining that reduced rates generally would not benefit the colliery owners, save as regards competition with sea-borne coal, *Grierson* 13645-13664.

4. *Rates on Coal for Export :*

Examination in support of witness' complaint as to the railway rate on coal for export to France, Dublin, and other places being less than on coal for home consumption, and as to the prejudicial effect thereof upon home consumers, *Muspratt* 3006. 3080-3090. 3146-3179. 3297-3328—Argument as to the injury in witness' case at Widnes through the cheaper rate on coal for export than for home consumption, *ib.* 3084-3087. 3204. 3242-3251. 3288-3292. 3297-3324.

5. *Foreign Railways :*

Very low rates for coal in France and Belgium as compared with the rates to Hull, *Massey* 9889—Tables submitted to the Committee showing the rates for coal upon railways in France, Belgium, Finland, and other countries ; equal rates for import and export, *Massey* 9891-9894 ; *App.* 172-176.

6. *System of Grouping :*

Salutary operation by the system of grouping collieries in the same district as in South Yorkshire, and giving the same rate to all ; exceptional grounds for complaint by individual colliery proprietors, *Baxter* 9200-9213,

Grounds for taking exception to the evidence of Mr. Baxter relative to the practice in the grouping of collieries in South Yorkshire, *Pope* 11752, 11753. 11763. 11830-11834—Explanation that witness represents only the Denaby Main Colliery in protesting against the grouping in South Yorkshire, those collieries specially benefited by grouping being doubtless in favour of the practice, *ib.* 11963-11968—Limited area to which grouping should be confined, *ib.* 11755. 11830.

Concurrence of evidence strongly in favour of the grouping of collieries, *Hewlett* 12172-12181 ; *Menelaus* 13048 *et seq.*

Grounds for justifying the practice of the companies in the grouping of collieries, *Grierson* 13573, 13574 ; *Scotter* 15916-15200. 15214-15232. 15372-15378.

Dissent from the conclusion that undue preference is necessarily involved in the same rate being charged from two collieries, one fifty miles distant, and the other one hundred miles, *Farrer* 16651. 16668. 16672-16676.

7. *Question of Equal or Graduated Mileage Rates :*

Strong disapproval of equal mileage rates, as applied to coal, *Baxter* 9197-9200. 9333, 9334. 9342, 9343—Reference had by the railway companies to the geographical position of each coal-field, though a strict mileage rate is found impracticable, *ib.* 9197-9200—Approval of a graduated mileage rate, according to zones of distances, *ib.* 9306-9308. 9314, 9315. 9328, 9329.

Grounds for the conclusion that an equal mileage rate would be fatal to the coal and iron trade of the country, and would be destructive of competition, *Hewlett* 12165-12181, 12190 *et seq.*—Illustrations in the case of the London coal trade of the extremely objectionable character of an equal mileage rate ; obstacle in such case to the Wigan coal going to London, or to the South Wales coal going to Liverpool, *ib.* 12168. 12219-12229—Prejudicial effect as regards the supply of coal by witness' company to London if there were equal mileage rates ; similar effect as regards the South Wales supply to Liverpool, *ib.* 12217-12229.

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7. *Question of Equal or Graduated Mileage Rates*—continued.

Consideration of a certain illustration upon the question of equal rates for the produce of collieries at different distances, without geographical position being an element in the matter; benefit to trade and the public by not increasing the charge for the longer distance, *Grierson* 13688-13703.

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8. *Concurrence of Evidence in support of Reduced Rates; View of Mr. Baxter that a Rate of $\frac{1}{2}$ d. per Ton per Mile should suffice:*

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Calculation by Mr. Pryce Williams that on the Great Northern Railway a rate of $\frac{1}{2}$ d. per ton for coals gives a profit of $47\frac{1}{2}$ per cent., *Jeans* 8899-8901. 9019-9027.

Statement that the companies generally are not charging half their maximum rates on coal, *Baxter* 9242, 9243—Constant competition between the companies for coal traffic at low rates, *ib.* 9244-9247—Limited extent to which the Great Northern and other companies raised their coal rates in 1872 and 1873, *ib.* 9253-9257. 9285-9290. 9394.

Effect of advanced rates in sometimes destroying the profits of collieries; unreasonableness, however, of any owners relying upon a continuance of the abnormally low rates of 1871, *Baxter* 9278-9289—Very prejudicial effect in subsequent years of the excessive price of coal in 1873 and 1844; this depression still continues, *ib.* 9289. 9353-9355—Decided opinion that the rates are too high at the present time, and are quite disproportionate to the price of coal, *ib.* 9290. 9321. 9337-9340. 9451-9455.

Grounds for the calculation that, including all expenses, coals may be carried at $\frac{1}{2}$ d. a ton per mile with a profit of 50 per cent., *Baxter* 9293, 9294. 9325-9327.

Loss being incurred at the present time by the great mass of colliery owners, expediency of due consideration being given by railway managers to the depressed condition of the trade, there being a good claim to lower rates, *Baxter* 9295-9300. 9321-9340—Entire approval of the rate for coal bearing some relation to the price or value of the article for the time being, *ib.* 9321-9324. 9337-9340.

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9. *Explanations on the part of the Great Western, London and North Western, and other Companies as to the Rates charged, the Allowance for Terminals, &c.; entire Inadequacy of a Mileage Rate of $\frac{1}{2}$ d. per Ton:*

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Explanation in connection with the terminal charge of 3 d. per ton for coal, as authorised under Act of Parliament to be charged by the London and North Western Company, *Findlay* 14120-14129—Statement as to the services and items included in the terminal charge of 3 d. for coal, and as to the statutory authority for such charge, *ib.* 14167-14173.

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9. *Explanations on the part of the Great Western, &c.—continued.*

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10. *Through Rates:*

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11. *Sidings:*

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12. *Waggons:*

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13. *Returns explanatory of the Rates on different Lines:*

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See also *Brackley. Canals and Navigations. Cannock Chase Collieries. Cotton. Cumberland and Westmoreland. Denaby Main Colliery Company. Differential Rates. Dowlais Coal and Iron Works. Equal or Graduated Mileage Rates. Hull, 2. Ireland, 10. Iron. London and North Western Railway Company, 5. Mineral Rates and Traffic. Neston Colliery. Sidings. Waggons. Wigan Coal and Iron Company.*

Coffee. Comment upon the higher rate for chicory than for coffee from London to Swansea; greater value of the latter, *Taylor* 3449-3458—Coffee is in the second class in England, and in the fourth in Ireland, *Pim* 8218.

Colhoun, R. G. Remarks by Mr. Colhoun, assistant secretary, Great Southern and Western Railway Company, upon certain evidence of Mr. Banks, Mr. Power, and Mr. Sullivan, relative to the rates and general arrangements of the company, *App.* 343-349.

Collection and Delivery. Doubt as to collecting and delivering being included in the services incidental to the conveyance, *Hunter* 90-92—Non-objection to the railway companies being allowed to collect and deliver upon condition that they do not give themselves an undue preference over other carriers, and that the charge for collection and delivery be shown separately from the mileage charge, *ib.* 711-721—Further statement on the subject of collection and delivery, and the charge for cartage; probable convenience in the work being undertaken by the companies, *ib.* 853-864.

Practice of the companies in giving through rates not to explain the charges for collection and delivery; witness could probably get this detail if he asked for it, *Garnet* 1546-1550. 1557, 1558—Advantage, doubtless, of facilities in the way of speedy delivery, &c., as part of the price or rate; greater importance of reasonable rates, *Forwood* 1820-1825. 2118-2123.

Decided advantage in witness' case if the collection and delivery of the goods were in his hands, and if the company would reduce the rate in consideration thereof, *Taylor* 3503-3513. 3570-3574—Failure of applications by witness to be allowed station to station rates, and to collect the goods himself; doubt as to such collection being inconvenient to the company, 3537-3546. 3570-3584. 3626, 3627—Improvement if the railway company would collect small lots of tea, &c., and would convey them at the ton rate, *ib.* 3575-3584.

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Decided objection to a system whereby the companies should agree among themselves as to speed, and compete as to rates; inequality thereby between different traders competing under similar circumstances, *Findlay* 14510-14515—Competition as to facilities where two companies run between the same points at equal rates, *ib.* 15436.

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Through rate from the inland towns *viâ* Dublin to places in England, but not *viâ* Cork; comment upon the refusal of the railway company to give through rates *viâ* Cork, *Banks* 4757-4765—Comment upon the rates for goods from Cork to Killarney, and from Cork to Caherciveen *viâ* Killarney, *ib.* 4815, 4816.

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Explanation as regards the Great Western Company not having applied to the Great Southern and Western Company for a through rate to Cork, *Grierson* 14066-14072.

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Reply on the part of the Great Southern and Western Company to certain complaints by Mr. Banks as to the rates for butter, &c., to and from Cork, *App.* 343-349.

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Cork and Bandon Railway. Application made by witness, on two occasions in 1880, to inspect the rate books at the Cork station of the Cork and Bandon Railway; refusal of these applications, though eventually information as to the rates was supplied by the traffic manager, *Banks* 4720-4724.

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Paper submitted by Mr. Banks containing details of goods rates charged in excess of Parliamentary powers, *App.* 62, 63.—Instances of overcharge from Cork to Dunmanway, and from Cork to Drimoleague, *ib.* 63.

Cork and Macroom Railway. Several instances of excessive charge beyond the maximum rates authorised by the Cork and Macroom Railway Act, *Banks* 4851-4858—Advantage to Cork if the Cork and Macroom Railway be extended to Kenmare, this being opposed by the Great Southern and Western Company, *ib.* 5000-5003.

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Examination in defence of the proposition that coalmasters, grazers, and others should be charged according to the cost of conveyance, deriving fair benefit in competition where the goods are sent by the shortest route, *Hunter* 557-570. 573—Due consideration given to the cost of construction as an item in the cost of conveyance, as the basis on which to fix the rates, *ib.* 576-578—Fairness to all parties of the principle that the charge should be in proportion to the cost of conveyance, *ib.* 710.

Expediency of the companies being required to make the same per-centage of profit on every portion of their lines; witness in fact would refuse to treat them as private traders, *Simons* 8814-8817—Concurrence in the view that the rates should have some reference to the cost of conveyance, *Forwood* 2070, 2071; *Power* 7330, 7331.

Grounds for complaint in the case of cotton as to the high relative rate in proportion to the cost of conveyance, as compared with the rates for coal, corn, &c.; argument that the cost of conveyance, rather than the value, should be the basis for the rates, *Harrison* 2589-2594. 2596-2608. 2648-2650. 2724-2727. 2817-2848—Expediency of the rate for coal, &c., whether for export or for home consumption, depending mainly on the cost of conveyance in each case, *Muspratt* 3221-3229. 3261-3270.

Exception taken to certain evidence of Mr. Harrison and Mr. Hunter to the effect that the charges should be based upon the cost of conveyance, with some reduction in the case of large quantities, *Grierson* 12567-12575—Examination as to the difference of cost to the companies in carrying scrap-iron of different weight under varying conditions as to the number of trucks and the weight in each, *ib.* 12584-12604.

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Impracticability of a system of charge with a view to equal profits over every portion of the line, *Grierson* 13800-13802—Impracticability also of an allocation of charges in connection with the cost per train mile and the cost per ton of goods, *ib.* 13803-13810—Great variation in the weight of the goods carried on different portions of the Great Western line in reference to the cost per train mile, *ib.* 14082-14087.

Illustrations of the impracticability of ascertaining the cost of conveyance of each description of traffic, *Tennant* 14784—Several obstacles to separating the cost per train mile for goods and for passengers, *Scotter* 15043-15046. 15204.

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COTTON, AND COTTON GOODS:

1. *Grounds for Complaint on the part of Blackburn, Burnley, Preston, and other Towns in Lancashire, relative to the Railway Rates for Cotton, and Cotton Goods.*
2. *Failure of Applications to the Lancashire and Yorkshire Railway Company for a Reduction of Rates.*
3. *Complaint as to the Rates to and from Liverpool, as compared with Fleetwood and Barrow.*
4. *Collection and Delivery at Burnley.*
5. *Relative Rates for Cotton, and for Coal, Grain, &c.; Complaints on this score.*
6. *Question of Conveyance by Road instead of by Railway.*
7. *Question of Re-adjustment of Maximum Rates.*
8. *Papers containing Details relative to the Rates between different Stations.*
9. *Rates in France and Germany.*
10. *Explanations on the part of the London and North Western Company.*

COTTON, AND COTTON GOODS—continued.

1. *Grounds for Complaint on the part of Blackburn, Burnley, Preston, and other Towns in Lancashire, relative to Railway Rates for Cotton, and Cotton Goods:*

Exceedingly extensive cotton trade of the Blackburn district, and of North and North-east Lancashire; very large quantities of cotton and of cotton yarn received from Liverpool and Manchester respectively, *Harrison* 2533-2539—Long-standing grievance at Blackburn, Preston, Burnley, and other towns as to the unduly high railway rates for cotton, and cotton goods; joint memorial on the subject from different Corporations to the Lancashire and Yorkshire Railway Company in 1878, *ib.* 2540-2546.

Calculation that the total cost of carriage per ton of cotton is about 50 s.; various transits involved between the first conveyance of the cotton from Liverpool, and the last conveyance to Liverpool, or to London in a manufactured form for export, *Harrison* 2547-2554. 2617-2639—All cotton is delivered into the goods station at Liverpool at the expense of the spinner, *ib.* 2550—Statement of the cost of carriage per ton per mile on the several transits from and to Liverpool; these charges are in the proportion of from 3½ to 5½ per cent. upon the value of the cotton, *ib.* 2555-2558.

Advance made in 1872 in the rates for the carriage of cotton to Blackburn, on the ground of the increased cost to the railway company of coal and of wages, *Harrison* 2559-2561. 2800. 2928. 2932—Large reduction in the cost of coal since 1872, but without any reduction having been made in the cost of carriage of cotton, &c., *ib.* 2562-2564. 2575, 2576. 2728-2730. 2928-2932—Calculation that the total cost of labour per ton of cotton is about 21 l., including the different manufacturing processes, *ib.* 2567-2574. 2657.

Great facility in the moving of cotton and cotton goods; exceedingly little damage in the carriage of cotton or yarn, *Harrison* 2582-2588—Average annual claim of 3 l. a year, in the case of witness' firm, upon a value of 190,000 l. a year in cloth, *ib.* 2585-2587. 2674.

Opinion that the rates for cotton, &c. from Manchester and Liverpool to Blackburn should be reduced about 3 s. a ton; expediency of a reduction generally to the extent of about thirty per cent., *Harrison* 2596-2598. 2694-2706. 2724-2727. 2738-2743. 2815, 2816—Very heavy charge represented by the present rates on cotton and cotton goods, though the maximum rates may not have been exceeded; further reference hereon to the different transits, and the charge in each case, *ib.* 2599-2647. 2676-2706. 2924—Claim to the same reduction of rates upon the manufactured articles as upon the raw material, *ib.* 2611, 2612.

Additional cost of 14 s. per ton when goods go from Manchester to Bolton to be bleached, the rate being 7 s. each way, *Harrison* 2643-2647—Practice in Blackburn of always sending the goods to Manchester, there being no manufacturer in Blackburn who packs his own goods, *ib.* 2683-2692. 2707, 2708.

Explanations with further reference to the rates upon the different transits of cotton and the total charge incurred, *Harrison* 2764, 2765. 2773-2780. 2815, 2816—Probable transmission of a large quantity of packed cloth monthly direct from Blackburn to Liverpool or London, *ib.* 2772, 2773—Admission as to railways having been of considerable service to the cotton-spinning trade of Blackburn, 2789-2798.

Complaint against the railway rates on cotton, irrespectively of the question of foreign competition, *Harrison* 2812-2814—Extent to which the cotton trade of the Manchester and Blackburn district would profit more by a reduction of the railway rates to Liverpool than to London, *ib.* 2849-2859.

Examination upon certain figures showing that after making due allowance for collection and delivery, and for loading and unloading, the rates charged for cotton goods between Blackburn and Manchester and between Darwen and Manchester, are in excess of the authorised maximum rates, *Harrison* 2869-2892. 2946—Easy process in loading cotton, &c. in the railway trucks and in covering it, *ib.* 2895, 2896—Expediency of the same rate for manufactured and unmanufactured goods, *ib.* 2914-2919—Complaint as to the high charge, but not as to differential rates, *ib.* 2924-2927.

Arbitrary action of the companies in respect of the rates for cotton, chemicals, &c., witness submitting that they should be compelled to abide by some fixed system, *Muspratt* 3006.

Comment upon the increase in the Preston, Blackburn, Darwen and other rates in 1872, *Walmsley* 12053-12056—Grounds for the calculation that there is an overcharge of 6 d. per ton on cotton from Liverpool to Preston after an allowance of 1 s. for terminals and cartage, *ib.* 12057-12064—Large overcharge for yarn between Preston and Blackburn; effect thereof that a considerable quantity is carried by road, *ib.* 12065-12068.

Excess of the maximum rates also in the case of cloth carried from Blackburn to Manchester, and on cloth sent from Manchester to Bolton to bleach, as well as on the same

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1. *Grounds for Complaint on the part of Blackburn, &c.*—continued.

same cloth sent back to Manchester to be packed, *Walmsley* 12069-12072—Result of witness' calculations that the total charge per ton of cotton cloth, from its first stage as raw cotton from Liverpool till its return in a manufactured state for export, is about 50 s., upon which there is an over-charge of 5 s. 11½ d., *ib.* 12073, 12074—Lower rate from Liverpool to Manchester (thirty-two miles) than from Liverpool to Preston (28½ miles), *ib.* 12074, 12077, 12086-12090.

Examination to the effect that in the case of cotton, witness allows only a terminal of 1 s. for loading, unloading, collecting, and delivery, without anything for the use of stations and sidings; reference hereon to the several journeys and processes embraced in witness' calculations, *Walmsley* 12091 *et seq.*; 12143-12157.

Paper submitted by Mr. Harrison showing the freight charges for cotton, corn, coal, &c., to and from Blackburn, Darwen, Clitheroe, &c., *App.* 23, 24.

Complaint on the part of Rochdale as to the irregular rates charged for cotton and for cotton waste, *App.* 154, 155.

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2. *Failure of Applications to the Lancashire and Yorkshire Railway Company for a Reduction of Rates:*

Influential application made to the Lancashire and Yorkshire Company in 1878 for a reduction in the rates of carriage; reply by the company to the effect that though the cost of coal had decreased since 1872 the total working expenses had largely increased, so that a reduction of rates could not be granted, *Harrison* 2575-2581, 2613-2616, 2799—Recent refusal by the Lancashire and Yorkshire Company to receive a deputation on the question of a reduction of the rates on cotton and cotton goods, *ib.* 2595.

Examination as to the gross annual loss to the Lancashire and Yorkshire and other railway companies if the reduction of 30 per cent. advocated by witness in the rates for cotton and cotton goods were carried out; effect upon dividends, *Harrison* 2735-2758, 2897-2901, 2801-2811, 2941-2943, 2951-2992, 2967-2976.

Further reference to the grounds of refusal by the Lancashire and Yorkshire Company to grant any reduction of the charge for cotton and cotton goods, *Harrison* 2920-2923.

Considerable increase in the Preston rates in 1872, and in the rates to Blackburn, Darwen, and other places; several protests made to the Lancashire and Yorkshire Company but without effect, the company declining to see a deputation on the subject, *Walmsley* 12053-12055, 12141, 12142.

3. *Complaint as to the Rates to and from Liverpool, as compared with Fleetwood and Barrow:*

Cheap rates for cotton from Fleetwood and Barrow to Manchester, these being railway ports, *Forwood* 1662-1672—Relative rates for cotton from Liverpool and other parts to four centres of consumption; average excess of 1 d. per mile in the former case, *ib.* 1665, 1666.

Prejudice to the manufacturer or consumer of cotton at Manchester, through the rate not being lower from Liverpool than from Fleetwood and other ports, *Forwood* 1767-1771, 1810-1812—Conclusion that if 9 s. be a fair rate for cotton from Fleetwood to Manchester (fifty miles) and from Barrow (87½ miles), it is too high for the thirty-one miles from Liverpool to Manchester, *ib.* 2067-2069, 2087.

Gain to the consumer as well as to the trade of Liverpool if the rate for cotton were reduced below the rate from Barrow, *Forwood* 2072-2077—Bounty given to the ports of Barrow and Fleetwood at the expense of the public if the cotton rate from Liverpool to Manchester is fair, *ib.* 2078-2081, 2093-2097.

4. *Collection and Delivery at Burnley:*

Explanation of the practice at Burnley whereby the collection and delivery of cotton goods going by railway are performed by carting agents; process of loading and unloading at the railway station, *Rawlinson* 2977-2985—Charge of 10 d. a ton for collection and 10 d. for delivery, *ib.* 2979, 2980—Entire sufficiency of an allowance of 1 s. 10 d. per ton as the charge to the railway company for covering the goods and for loading and unloading, *ib.* 2982-2987.

5. *Relative Rates for Cotton, and for Coal, Grain, &c.; Complaints on this score:*

Comparison between the rates charged for cotton and for coal, corn, &c.; much lower rates per ton for coal and corn, though cotton is very easy of carriage, *Harrison* 2589-374-1.

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5. *Relative Rates for Cotton, and for Coal, Grain, &c.*—continued.

2594. 2596-2608. 2648-2650. 2724-2727 — Further statement as to cotton and cotton cloth being less expensive to carry than coals, whilst the liability to damage in the former case is very slight, *Harrison* 2666-2675. 2725 — Effect of witness' proposal for a reduction of rates that the charge for cotton would still be much higher than coal, *ib.* 2724-2727. 2781-2785. 2841-2843. 2913.

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Comment upon the high rates for cotton as compared with the rates for grain, sugar, &c., *Walmaley* 12078, 12079.

6. *Question of Conveyance by Road instead of by Railway :*

Expected conveyance by cart between Oldham and Manchester, and between Manchester and Blackburn if the existing railway rates were permanently maintained, *Harrison* 2766-2771. 2938-2940 — Profit to be made by road cartage between Blackburn and Manchester at the existing rates by railway, *ib.* 2938-2940. 2963-2966.

7. *Question of Re-adjustment of Maximum Rates :*

Better terms obtained by the coal owners than by the cotton trade when the rates were being fixed by Parliament; remissness of the cotton interest in this respect, *Harrison* 2596. 2640-2642. 2648-2653. 2714-2717. 2933. 2958 — Expediency of steps being taken through the railway companies for a re-adjustment of the rates on cotton, the maximum rates having been fixed too high by Act of Parliament, *ib.* 2601, 2602. 2648-2665.

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8. *Papers containing Details relative to the Rates between different Stations :*

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9. *Rate in France and Germany :*

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10. *Explanations on the part of the London and North Western Company :*

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Explanation that the London and North Western Company's rates for cotton from Liverpool to the manufacturing districts were increased in 1872, and that, save to Wigan, they have not since been reduced, *Findlay* 14405, 14406 — Varying cost of loading and unloading cotton at different stations under different circumstances, *ib.* 14406.

Warehouse accommodation provided for cotton at Oldham and elsewhere without any charge for a time, *Findlay* 14406-14408 — Different practice in the Manchester district and in the Bolton district as to the time for which cotton is warehoused free; approval of assimilation, *ib.* 15386-15388.

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County Courts. Probable facility of redress of preferential rates might be dealt with in the local county court, *Hon. F. Strutt* 8549, 8550—Explanation as to the reluctance of witness to proceed against the railway companies in the county court, *Simons* 8683, 8757-8759.

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Crowe, Joseph Archer. (Analysis of his Evidence.)—Witness, who is commercial secretary to the Embassy at Berlin, and is consul general at Düsseldorf, submits explanations relative to the institution and working of railway conference between traders and railway companies in Westphalia and elsewhere in Germany, 13154-13158—These conferences are being widely extended in Germany, having worked beneficially in the direction of increased railway facilities and of a modification of rates and fares, 13158.

CUMBERLAND AND WESTMORELAND:

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Recent reduction by the London and North Western Company in the local coal rates, &c.; probability of this being due partly to the present Committee, *Fletcher* 9116, 9138-9144—Excessive rates on coal raised in West Cumberland, as compared with the rates in Lancashire, the West of Scotland, and other competing districts, *ib.* 9119, 9123-9127, 9145-9152, 9162-9169.

Complaint as to a colliery belonging to witness, near Carlisle, not being able to compete successfully with coal sent to Carlisle from Ayr, a much greater distance, *Fletcher* 9123-9127, 9131, 9132, 9147-9152, 9167, 9168, 9172-9176, 9182-9185.

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Explanation in reply to a complaint as to the rates charged to the Cumberland Road Metal Company for stone from Threlkeld, *Findlay* 15388—Further reference to the pledge given on the part of the London and North Western Company when the Cleator and Workington Junction Railway Bill was before a Committee of the House of Commons, in respect of the rates for iron ore and for coke between Workington and Maryport, *ib.* 15557-15559.

Memorial of farmers, cattle dealers, and others in Cumberland and Westmoreland; complaints therein as to the excessive rates for cattle, sheep, &c., *App.* 89—The memorialists urge an immediate revision of the entire system of rating farm stock, agricultural produce, &c., *ib.*—Comment in this memorial upon the preferential rates given to foreign cattle, *ib.*

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Paper containing particulars relative to the coal rates from West Cumberland collieries for shipment to Ireland, as compared with those from other colliery districts for the same destination, *App.* 280.

Letter from Mr. Fletcher to Mr. Barclay (Member of the Committee), dated 25th July 1881, explaining that the rates mentioned in part of his evidence, commented upon by Mr. Findlay, did not refer to any traffic between Maryport and Workington, to which traffic alone a certain pledge to give reduced rates applied, *App.* 282.

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Paper submitted by Mr. Findlay containing particulars relative to the rates for road-stone from Threikeld in owner's waggons and in company's waggons, *App.* 285.

Paper submitted by Mr. Barclay, containing a comparison of rates on coal charged by the Maryport and Carlisle Railway Company with those charged in other districts with which West Cumberland has to compete, *App.* 288, 289.

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Darbishire, W. A. Communication from Mr. Darbishire, slate quarry owner in Carnarvonshire, dated 31st March 1881, complaining of the railway rates on various articles to and from that county, *App.* 283, 284.

Darlington. Grounds for complaint by farmers in the Darlington district as to the preferential rates in favour of foreign produce and stock, and as to the unequal rates between different stations, *Rowlandson* 1017 *et seq.*—Very high charge for artificial manure between Stockton and Darlington; large excess in the case of small lots beyond the maximum rate, *ib.* 1047–1056. 1107, 1108. 1135, 1136—Belief as to the satisfactory fares for farmers going to market, *ib.* 1080, 1081.

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Delay in Conveyance. Frequency of considerable delay in the conveyance of goods, especially after they have passed a central station, *Rigby* 8005.

Demurrage. Right of the companies to a reasonable allowance for demurrage, *Hunter* 973, 974—Much stricter regulations on the Continent than in England as to demurrage, *Scotter* 15077—Charge made by the South Eastern Company by way of demurrage, when goods are not fetched away after forty-eight hours, *Light* 16092–16096.

DENABY MAIN COLLIERY COMPANY:

1. *Complaints relative to the Rates charged for the Produce of this Colliery; Legal Proceedings taken on the Subject, and subsequent Re-adjustment of Rates.*
2. *Exceptions taken to the Decision of the Railway Commissioners in the Denaby Main Case; Appeal pending.*

1. *Complaints relative to the Rates charged for the Produce of this Colliery; Legal Proceedings taken on the Subject, and subsequent Re-adjustment of Rates:*

Particulars relative to the case of the Denaby Main Colliery Company, in which the principle of equality of rates was upheld by different courts, *Hunter* 116, 117. 621–624—Instance in the case of the Denaby Colliery of the same charge for four miles conveyance as for twenty miles conveyance, *ib.* 391–393. 498–501—Effect of the decision in the Denaby case that where (as for different routes or distances) the cost of conveyance is substantially different, equality of rates is not right, *ib.* 554–556.

Explanations in detail relative to the case of the Denaby Main Colliery, and the unfairness in its having been grouped by the Manchester, Sheffield, and Lincolnshire Railway Company, with other collieries to the east of it, whilst it was not grouped to the west, but had to pay rates according to its geographical position, *Pope* 11750, 11751. 11753 *et seq.*; 11862–11883. 11924–11938.

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Grievance of the Denaby Main Company as regards the competition of other collieries to the east by means of the canal belonging to the railway company; low rate for coals sent by the canal, *Pope* 11753. 11759–11762—Comment upon the action of the railway company, after the decision in the Denaby Main case, in levelling up the rates of other collieries to the east; ruinous effect of the rates in the case of the Church-lane and

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DENABY MAIN COLLIERY COMPANY—continued.1. *Complaints relative to the Rates charged for the Produce, &c.*—continued.

Thorps Gorbard collieries, *Pope* 11765-11767. 12020-12022—Very large decrease in the traffic of the railway company through its mistaken policy in raising the rates, *ib.* 11766, 11767.

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2. *Exceptions taken to the Decision of the Railway Commissioners in the Denaby Main Case; Appeal pending:*

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DIFFERENTIAL RATES:

1. *Exceptions taken to the System of Differential or Unequal Rates, save under Special Circumstances; Restriction suggested.*
2. *Evidence in Justification of the existing System.*

1. *Exception taken to the System of Differential or Unequal Rates, save under Special Circumstances; Restriction suggested:*

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owners, and should have been restricted to carrying, *Forwood* 1948, 1949. 2029-2033 2039-2046.

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Dublin. Grounds for complaint as to the more favourable rates given to Dublin than to Cork, *Banks* 4735 *et seq.*—Great increase in the trade of the port of Dublin at the expense of Cork and Waterford, *ib.* 5005, 5006.

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East and West Junction Railway Company. Particulars relative to some difficulties experienced by witness through a dispute between the Great Western Company and the East and West Junction Company; settlement arrived at without going before the Railway Commissioners, *Willson* 11187. 11268-11274. 11404-11408.

Particulars relative to the case of the East and West Junction Railway Company against the Great Western Company with reference to the adoption of a certain mileage rate over portion of their system for iron ore, *Grierson* 12669 — Illustration in the foregoing case of the difficulties which may arise if the fixing of rates rested with the Railway Commissioners, *ib.*

Eggs. Statement on the subject of eggs and feathers being charged for by weight instead of by space, *Hunter* 579, 580 — Low rate of the South Eastern Company for eggs in proportion to the value per ton, *Light* 15782, 15783.

Elliott's Metal Company. Letter from Elliott's Metal Company to the chairman of the Committee, dated Selly Oak Works, near Birmingham, 20th June 1881, submitting complaints on the score of classification, rates, &c., *App.* 210-212 — List of some of the principal rates paid by the company, *ib.* 212.

Empties. Expediency of its being clearly shown what traders have to pay for empties, undue charges being sometimes made; the price might be settled by the Railway Commissioners, *Dennis* 4123. 4125. 4184-4189. 4208-4211.

English and Scotch Traffic Rates Conference. Object of this conference to deal with the rates between England and Scotland for goods and live stock traffic, *Scotter* 14994.

EQUAL OR GRADUATED MILEAGE RATES:

1. *Advocacy of the Principle of Equal Mileage Rates, subject to certain Modifications.*
2. *Concurrence of Evidence strongly adverse to Equal Mileage Rates, without reference to Distance, &c.*
3. *Suggestions on the Question of Graduated Mileage Rates.*
4. *Exceptions taken to the foregoing Proposal.*

1. *Advocacy of the Principle of Equal Mileage Rates, subject to certain Modifications:*

Three different circumstances under which it has been held in law that the principle of equality of rates and of equal mileage rates does not apply, *Hunter* 125, 126. 379-388. 394-399. 976, 977 — Advocacy of equal mileage rates, unless with the sanction of the Railway Commissioners to the contrary, *ib.* 394. 398. 502-509.

Explanation that witness does not advocate a strict mileage rate, and that this principle should be subject to modification on several grounds, but that the sanction of the Railway Commissioners should be necessary before unequal rates are imposed, *Hunter* 700-709. 739-755.

Evidence in support of the principle of equal mileage rates, due regard being had to distance, *Forwood* 1814-1819. 1826. 1935-1943. 2138-2146 — Discretion proposed to be vested in the Railway Commissioners as to revision of rates, though the general principle should be adopted of equal mileage rates for equal distances, *ib.* 2218, 2219.

Advocacy of equal mileage rates as the basis for adjustment of existing inequalities, *Williamson* 2445-2457 — Modifications necessary in applying a system of mileage rates, distance and other matters being taken into consideration, *Muspratt* 3006 — Further explanation as to the modifications proposed by witness in connection with a system of mileage rates, *ib.* 3102-3110. 3221, 3222. 3325-3328.

Advocacy of equality of rates; that is, upon the equal mileage principle, *King* 3916, 3917. 3945-3950 — Approval of the principle of equal mileage rates, as for bricks, tiles, &c., *Marsh* 4067-4069 — Suggestion for a uniform maximum mileage rate, *Hickman* 4406-4420.

Advocacy of a system of mileage rates, altered according to distance, *Banks* 4953, 4954. 4960. 4964, 4965. 5043-5045 — Witness advocates the equalization rather than the reduction of rates; that is, in Ireland, *ib.* 4960. 4964, 4965.

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Evidence in favour of the rates approximating to the mileage principle, *Greenhill* 7059. 7099. 7100. 7212-7214 — Recommendation by the Dublin Chamber of Commerce that rates and charges should be fixed on a general principle of equality, both as regards localities and individuals, *Wigham* 8133 — Approval of some relation between distance and rate, though a perfectly equal mileage rate is not feasible, *Pim* 8271, 8272.

EQUAL OR GRADUATED MILEAGE RATES—continued.1. *Advocacy of the Principle of Equal Mileage Rates*—continued.

Explanation that witness does not advocate a uniform mileage rate, though it would be better than the present anomalous system, *Jeans* 9000-9027—Opinion that equal treatment in the matter of rates should apply to places as well as to individual traders, *Grotian* 9864-9866. 9876, 9877.

Examination with reference to the question of equal mileage rates, witness submitting that the advantages outweigh the disadvantages, and that a system of mileage rates, including an allowance for terminals, would be a great improvement, *Pope* 11767-11774. 11835-11861.

2. *Concurrence of Evidence strongly adverse to equal Mileage Rates, without reference to Distance, &c.:*

Disapproval of equal mileage rates, pure and simple, *Clark* 5818, 5819—Strong disapproval of equal mileage rates, modified by distance, *Baxter* 9197-9300. 9333, 9334. 9342, 9343—Incompatibility of equal mileage rates with the progress and development of trade, *Baxter* 9388-9391; *Menelaus* 13048 *et seq.*—Decided objection to an equal mileage rate; great prejudice thereby to the port of Grimsby, *Bennett* 10090, 10091. 10100-10102. 10109-10111.

Grounds for the conclusion that an equal mileage rate would be fatal to the coal and iron trade of the country, and would be destructive of competition, *Hewlett* 12165-12181. 12190 *et seq.*—Approval of distance being an element in fixing the rates for coal, iron, &c., though equal mileage rates are most objectionable, *ib.* 12190-12216. 12246-12254.

Strong comment upon Mr. Hunter's proposal in regard to equality of rates, save by sanction of the Railway Commissioners, *Grierson* 12639—In the event of any such legislation the proper and equitable course would be for Government to acquire the railways, and try the effect of it themselves, *ib.*

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Decided benefit to the trade of the country by the system of preferential rates as between different districts; immense injury on the other hand to some localities, and to local manufacture, if mileage rates were in force generally, *Grierson* 12768-12776—View of witness (already expressed to his board) that with a fair mileage rate the shareholders would not suffer, *ib.* 12771. 13570-13572.

Reiteration of witness' objections to any system of mileage rates, as very prejudicial in the public interests, and as disastrous in many cases, *Grierson* 13704, 13705. 13710, 13711. 13797-13802—In the interests, however, of the shareholders in the Great Western Company witness believes that uniform mileage rates would not prove prejudicial, *ib.* 13705. 13797, 13798.

Opinion that equal mileage rates would be destructive to the trade of the country, *Findlay* 14278—Reiteration of objections to equal mileage rates in any form or shape, as regards goods traffic, *ib.* 14559-14568—Statement showing that the system of equal mileage rates is not in force in the case of passengers, the fares being largely affected by competition, irrespectively of distance, *ib.* 14569-14572.

Several occasions upon which equal mileage rates have been applied for, and have been refused, when Bills of the North Eastern Company have been before Parliament, *Tennant* 14711—Strong objection to the principle of equal mileage rates, *Scotter* 15008-15010.

Decided objection to an equal mileage rate as upsetting half the traffic of the kingdom, *Light* 15784—Illustration in the case of the London and Reading traffic of the exceeding un wisdom of an equal mileage rate, *ib.* 15785-15793—Very prejudicial effect of equal mileage rates, if applied to Continental traffic, *vid* Paris and Boulogne, Dieppe, &c., *ib.* 15794-15796.

Entire concurrence of witness in the views of the Royal Commission of 1867, and of the Joint Committee of 1872, upon the subject of equal mileage rates, *Farrer* 16373. 16634—Witness repeats that he is entirely opposed to equal mileage rates, *ib.* 16398. 16426, 16427.

Examination in further support of the conclusion that it would be exceedingly unwise to compel the companies to charge equal mileage rates; that is, mainly as interfering with competition in the interests of the public, *Farrer* 16616-16643.

Decided disapproval of equal mileage rates by Mr. Markham, of the Staveley Coal and Iron Company, *App.* 222.

Statement on the part of Hartlepool, strongly adverse to equal mileage rates, *App.* 272, 273.

EQUAL OR GRADUATED MILEAGE RATES—continued.**3. Suggestions on the Question of Graduated Mileage Rates :**

Concurrence in the view as to the expediency of some relation between the distance and the rate; scale of distances suggested, *Muspratt* 3006. 3102-3110. 3325-3328; *Banks* 4953, 4954. 4960. 4965. 5043-5045; *Middleton* 6569-6571. 6627-6630. 6707-6711; *Sim* 8271, 8272; *Roberts* 8424. 8436. 8462-8464.

Approval of the principle of a graduated mileage rate, according to zones of distances, in the case of coal and iron, though the matter would require great consideration, *Baxter* 9306-9312. 9314. 9315. 9328, 9329.

Approval, in the interests of Hull, of a system of graduated mileage rates, *Grotrian* 9801-9805. 9837-9839—Expediency of a system of graduated mileage rates, as far more equitable than the present system, *Sinclair* 10479—Approval of mileage rates according to zones of distances, *Hawkes* 11661-11666.

4. Exceptions taken to the foregoing Proposal :

Consideration of a proposition for dividing the distances run over into equal portions, such as fifty miles, and for levying a mileage rate upon the first fifty miles, in addition to a fixed terminal, and a reduced rate upon the second and third fifty miles, the reduced rate being added to the terminal and charge for the first fifty miles; difficulty under this scheme as interfering with competition with sea routes, *Grierson* 14045-14049.

Grounds for strongly objecting to a graduated mileage rate, according to divisions of fifty miles or so; effect thereof in depriving the companies of a large amount of competition traffic, which would have to be made up by increased rates and other traffic, *Tennant* 14755-14783.

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FISH :

1. *Complaints as to the Fish Rates from Scotland southwards.*
2. *Complaints from Birmingham as to the Rates for Fish.*
3. *Explanations on the part of different Railway Companies.*
4. *Objections to equal Mileage Rates for Fish.*

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1. *Complaints of Overcharge in the Conveyance of Butter, Coal, Ale and Porter, &c.*
2. *Reply on the part of the Company to the foregoing Allegations.*
3. *Recent Reduction of Rates.*
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5. *Want of Waggons and other Facilities at Cork Terminus.*
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1. *Complaints of Overcharge in the Conveyance of Butter, Coal, Ale and Porter, &c.:*

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1. Provisions as to Tolls, Maximum Rates, and Terminals in the Company's Acts of 1835 and 1847.
2. Provisions as to Rates under the Acts of various Companies amalgamated with the Great Western Company.
3. Practice as to the Regulation and Fixing of Rates.
4. Particulars as to the Terminal Cost.
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6. Amicable Settlement of Disputes with Traders.
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8. Receipts, Working Expenses, and Dividends.
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1. *Complaints as to the Excessive and Unequal Rates charged for the Conveyance of English Hops by the South Eastern and other Railway Companies, and as to the Preferential Rates given to Foreign Hops.*
2. *Explanations on the part of the South Eastern Railway Company.*
3. *Questionable advantage to the Home Producer by an increase of the Foreign Rate.*
4. *Return containing Particulars as to the Rates charged.*
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1. *Complaints as to the Excessive and Unequal Rates charged for the Conveyance of English Hops by the South Eastern and other Railway Companies, and as to the Preferential Rates given to Foreign Hops:*

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*HULL:**1. Complaints generally on the part of Hull as to the high and unequal Rates charged by the North Eastern Company and the Manchester, Sheffield, and Lincolnshire Company, and as to the undue preference shown to the Ports of West Hartlepool and Newcastle.*

2. Coal.

3. Grain.

4. Iron.

5. Timber.

6. Rates to and from Manchester, Leeds, Liverpool, and other Towns.

7. Hull Docks.

8. Chamber of Commerce.

9. Promotion of Independent Railway Lines.

10. Explanations on the part of the North Eastern Railway Company.

11. Terminal Cost in the case of the Manchester, Sheffield, and Lincolnshire Company.

12. Representations on the part of Hartlepool.

13. Communication from Messrs. Thomas F. Bell & Co., relative to the Rates from Newcastle to Hull.

14. Dock Charges on Ships.

1. Complaints generally on the part of Hull as to the high and unequal Rates charged by the North Eastern Company and the Manchester, Sheffield, and Lincolnshire Company, and as to the undue preference shown to the Ports of West Hartlepool and Newcastle:

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1. *Complaints generally on the part of Hull, &c.*—continued.

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Promise made by the chairman of the North Eastern Company in 1849, that the claims of Hull as the third port in the kingdom should be fully recognised by the Company, *Grotrian* 9702-9705. 9723—Maintenance of its position by Hull by reason of its magnificent water communication, in spite of the action of the railway company; statement hereon as to the relative traffic by railway, rivers, and canal, *ib.* 9705-9712. 9717-9722—Discontent of the people of Hull for several years past as regards the differential rates to and from it and other ports, *ib.* 9713-9716—Expediency of the Hull rates being reduced rather than the Hartlepool or other rates increased, *ib.* 9718-9730. 9777-9779. 9836.

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Comment upon the rates for hardware from Birmingham and Sheffield to Hull as compared with the rates to the Tyne, the latter being much more distant, *Massey* 9895—Equal rates for certain manufactured goods from Bolton to Hull, (101 miles) as to the Tyne Dock (144 miles), *ib.* 9899.

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12. *Representations on the part of Hartlepool:*

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13. *Communication from Messrs. Thomas F. Bell & Co., relative to the Rates from Newcastle to Hull:*

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14. *Dock Charges on Ships:*

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Improvement if all the Irish railways were under one system of management; probable difficulty as to State management, *Middleton* 6624-6626, 6704, 6705. 6712, 6713—Respects in which a commercial union of the Irish railways with unity of management would be more satisfactory than the Traffic Conference as regards not only localities but the general public, *ib.* 6712-6720.

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2. *Advantage of State Purchase and Management:*

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3. *Classification; Amendment required:*

Grounds for complaint as to the Irish classification in comparison with that in force on the English railways; injurious effect upon Irish manufactures, *Banks* 4775-4794. 4937-4940—Expediency of an assimilation of the Irish to the English classification; several instances of inequality between the two, *Banks* 4792-4795; *Middleton* 6559, 6560. 6744, 6745. 6756-6759; *Dickson* 6851-6854. 6887-6897—Complaint as to

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agricultural implements being charged in Ireland at the same rate as fish, *Banks* 4984-4987.

Comparison between the English and the Irish classification, witness submitting that on many goods the rates under the latter are greatly in excess as compared with the rates on similar goods in England, *Dickson* 6796-6823. 6851-6853. 6887-6897. 6940-6942. 6949. 7013—Great difficulty in obtaining information from the Irish railway companies as to the classification of goods, *Dickson* 6998; *Pim* 8218. 8375-8379.

Several instances of the inequalities of classification between England and Ireland, as in the case of soap, coffee, shoes, &c., *Pim* 8218. 8317-8323—Belief that the charges are higher all round in the Irish than in the English classification, *ib.* 8219—Comment upon the different classification and rates for ale and porter in casks in Ireland as compared with England, *ib.* 8239-8244.

4. *Irish and English Traffic Conference ; Complaints, and Replies thereto :*

Explanations as to the regulations of the English and Irish Traffic Conference by which the cross-channel rates and other rates are settled, *Banks* 4888. 4969-4972. 4977-4983.

Evidence in detail relative to the Irish and English Traffic Conference formed in 1867; object of this association to keep up rates and to exclude any companies not members from the benefits of through booking, *Middleton* 6550-6557. 6595-6603. 6658-6667. 6683-6698—Explanation that the principal railway companies in England and Ireland are members of the Conference, there being also some steamboat companies, *ib.* 6657. 6688-6691—Occasional reduction of rates by the Conference, *ib.* 6611, 6612. 6667.

Existence of certain rules by which the members of the Conference are bound, there being no reference to any outside arbitration, *Middleton* 6691-6696—Importance of facilities for ascertaining how the through rate between England and Ireland is divided between the several companies in the Conference, *ib.* 6703.

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Particulars of through rates from Liverpool, Manchester, &c., to inland towns as compared with the rates from Dublin; unfairness to Dublin through the action of the English and Irish Traffic Conference, *Roberts* 8414-8417. 8434, 8435—Reduction of through rates by the Tedcastle line and the Sligo Company; this does not apply to local rates, *ib.* 8415-8417. 8471.

Witness submits that the railway companies should be compelled to take the traffic tendered by the Sligo and Tedcastle Companies at the same rate as in the case of the City of Dublin Steam Packet Company, *Roberts* 8472, 8473.

Great difficulty on the part of the London and North Western Company in establishing through rates between Ireland and England, this result not having been secured till

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4. *Irish and English Traffic Conference, &c.*—continued.

1864; *Findlay* 14296—Necessity for the formation of the Irish and English Traffic Conference; friendly action of the Conference as between themselves and the various interests concerned, *ib.*

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Prejudicial effect as regards agriculture in Ireland of the high railway rates for manure, *O'Malley* 5165—Special rate made in Ireland for senders of grain who load and unload at their own expense, *Middleton* 6593, 6594.

Great importance of low rates of carriage of goods in Ireland as regards not only trades and manufactures but agriculture, whereas at present the great majority of the railway rates are of a prohibitory character, *Dickson* 6787-6795—Evidence in detail as to the excessive rates for agricultural produce of various kinds in different parts of Ulster, *ib.* 6828 *et seq.*

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7. *Cattle, &c. :*

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Further evidence relative to the diversion of Irish cattle traffic from Liverpool to Holyhead, and the monopoly of facilities exercised by the London and North Western Company in the matter to the prejudice of the Tedcastle steamers; comparative service rendered by each route, *Forwood* 1905. 1913-1922. 1931-1934. 1966-1980. 1989-1991. 2010-2019. 2022-2028. 2195-2197. 2208—Relative facilities at Fleetwood and Liverpool in the landing of cattle, *Williamson* 2329-2343.

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Comment upon the high rates for cattle conveyed between Dublin and Liverpool by the City of Dublin Steam Packet Company, this company being an important member of the Conference; prejudicial effect as regards the Sligo Navigation Company, *Middleton* 6551-6557. 6572, 6573. 6609-6621. 6666. 6687—Illustration in the case of the cattle traffic between Ireland and England of the expediency of the railway companies being

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required to carry for all persons or companies at the same rate, *Middleton* 6572-6574. 6580—Separate branch of the Irish and English Traffic Conference relating to cattle, i. 6697, 6698.

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8. Coal and Iron:

High rates on coal and iron into the interior as compared with the English rates, *Dickson* 6793-6795—Maximum rate of 3½ d. per ton in the case of the Belfast and Northern Counties Railway, and of 2 d. per ton upon the Great Northern of Ireland Railway, *ib.* 7014.

Particulars relative to the local rates charged for coal between different stations in the north of Ireland, these being, as a rule, exceedingly high and irregular, but not in excess of the maximum rates, which are still higher; much higher charges than on English railways, *Greenhill* 7020-7046. 7146-7148. 7180, 7181. 7192-7200—Great importance of low rates for coal sent inwards from Belfast for industries in the interior, *ib.*, 7021. 7034. 7045, 7046. 7099—Instances of the local coal rates being twice as much as on English lines, *ib.* 7025-7027. 7032, 7033. 7038.

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9. Drapery, &c.:

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High rate for cotton goods from Manchester to inland towns as compared with that to Dublin, *Pim* 8187, 8188—Reason assigned for the lower through rate for cotton goods from Manchester to Kilkenny than to Carlow, *ib.* 8187. 8189, 8190—Instances of unequal rates for calicoes and linens, and for woollen goods respectively, from Manchester and Leeds to Dublin, *ib.* 8202.

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10. Peat:

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10. Peat—continued.

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11. Sugar :

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12. Complaints generally on various Points :

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14. *Railway Commissioners :*

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IRON :

1. *Representations and Complaints by Mr. Hickman as to the exceedingly prejudicial Effect of the high and excessive Railway Rates for Ironstone, Coal, &c., upon the Pig-Iron Trade of South Staffordshire, and as to the more favourable Rates in other Iron Districts.*
2. *Confirmatory Evidence on the part of Mr. Hingley as to the Injurious Effect upon the South Staffordshire Iron Trade under the present System of Rates.*
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1. *Representations and Complaints by Mr. Hickman as to the exceedingly prejudicial Effect of the high and excessive Railway Rates for Ironstone, Coal, &c., upon the Pig-Iron Trade of South Staffordshire, and as to the more favourable Rates in other Iron Districts:*

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Grievance at the hands of the North Staffordshire rather than of the North Western Company, *Hickman* 5419-5421—Decrease of the South Staffordshire iron trade owing to the high railway rates rather than to the gradual exhaustion of the local supply of ironstone, *ib.* 5422-5426—Considerable reduction in 1877 (of which witness was not aware) in the rate for pig-iron from Duffield to Dudley, *ib.* 5437.

Further statement as to the excessive maximum rates for coal and ironstone required in the South Staffordshire trade, as compared with the rate for iron, *Hickman* 5439-5444.

2. *Confirmatory Evidence on the part of Mr. Hingley as to the Injurious Effect upon the South Staffordshire Iron Trade under the present System of Rates:*

Particulars as to the rate formerly charged for iron from Wednesfield Heath, near Dudley, to Liverpool, as compared with the rate from Dudley and from Wolverhampton; increased rate since the canals have passed under the control of the railway companies, *Hingley* 5451-5499, 5649-5664—Excessively high rates at the present time; advantage on the other hand if there had been canal competition, *ib.* 5489-5501, 5519-5521.

Lower rate of iron from South Wales to London than from Dudley to London, though the former is the longer distance, *Hingley* 5502-5506—Excessive rate from Dudley to Hull as compared with the rate from Middlesboro' to Hull, *ib.* 5507-5510, 5520, 5665-5670, 5785-5789—Excessive rate also from Wolverhampton to Liverpool as compared with the rate between Middlesboro' and Liverpool, *ib.* 5511-5514.

Grounds for concluding that the railway companies could afford to carry from South Staffordshire at lower rates, and that the iron trade of the district is imperilled by the high rates enforced locally in order to make up for low rates where there is competition, *Hingley* 5515-5524—Very high rates on raw materials from North Staffordshire, *ib.* 5531.

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Arrangement as to a nominal price for iron being fixed from time to time at the meetings of the Ironmasters' Association, *Hingley* 5599-5605—Explanation that witness does not complain of excess of the maximum rates upon bar-iron and manufactured goods, 5612, 5692, 5693—Marked falling off in the iron trade of Dudley, though witness' trade has increased owing to his possession of collieries, *ib.* 5613-5620.

Statement as to there being the same rate for iron, &c., to a foreign port as from such port; very little practical advantage, however, from the through rate on iron goods to the

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2. *Confirmatory Evidence on the part of Mr. Hingley, &c.*—continued.

the continent, *Hingley* 5649-5651. 5793-5803—Belief that in future ironstone will be carried long weight by the North Staffordshire and other companies; as a rule coal is carried short weight, *ib.* 5707.

Examination upon the question whether the rates of the London and North Western Company for undamageable iron for certain distances from Dudley are not overcharges, the question at issue being what the proper allowance should be for collection and delivery, *Hingley* 5725-5754—Opinion as to the rate of 5 s. 6 d. from Middlesbrough to Hull (eighty-five miles) being fairly profitable, *ib.* 5785-5789.

3. *Complaints as to the Rates for Coal, as required in the South Staffordshire Iron Manufacture:*

Particulars relative to the rates for coal from Round Oak to Deepfields Station, on the London and North Western Railway, as compared with the maximum rate per mile; heavy charge represented in reference to each ton of pig iron made, *Hickman* 4336-4356—Calculation that the charge for coal in excess of the maximum amounts to about ten per cent. per ton upon the cost of the pig iron, *ib.* 4352-4356. 4393-4395—Low rate at which coal was formerly carried from Round Oak to Bilston by the Great Western Company, *ib.* 4396, 4397.

Further statement as to the excessive rate for coal from Round Oak to Deepfields, and as to the basis for the charge, *Hickman* 4631-4642. 5372-5389—Prohibitory effect of the present rate between Round Oak and Deepfields, *ib.* 5210-5215.

4. *Relative Rates from Wolverhampton and from Middlesbrough to Liverpool:*

Strong complaint as to the excessive rate for iron from Wolverhampton to Liverpool as compared with the low rate from Middlesbrough, *Hingley* 5511-5514; *Clark* 5806-5808—Way in which the excessive rate affects the wages of puddlers in the Wolverhampton district, *Clark* 5809.

5. *Proposals by Mr. Hickman for reduced Rates; Revival of the South Staffordshire Trade thereby:*

Witness submits that the absurdly high rates now charged on the materials in question should be reduced, and that the maximum rates should be brought down to a reasonable limit above what the companies can carry at, *Hickman* 4400-4405—Proposal that the rate for dispatching and discharging, as in witness' district, should be 4 d. per ton; explanation hereon that the company does neither the loading nor unloading, *ib.* 4407-4410. 4421-4426. 4643-4645—Grounds for concluding that $\frac{1}{2}$ d. a ton a mile would be a fair maximum rate for haulage, *ib.* 4411-4420.

Explanation in further support of a uniform maximum rate for materials, witness believing that $\frac{1}{2}$ d. per ton per mile for haulage would be ample in all cases, *Hickman* 4503-4517—The proposed charge for haulage would include the cost of the line, and the cost of the return of empties, &c., *ib.* 4536-4541—Expediency of the companies reducing their charges, else they will crush out the South Staffordshire iron trade, *ib.* 4542-4548.

Further statement as to a general rate of $\frac{1}{2}$ d. per ton per mile for haulage admitting of a fair profit, *Hickman* 4579-4581. 4604, 4605. 4626-4630—Contemplated latitude in the companies as to reduction of a maximum mileage rate of $\frac{1}{2}$ d. per ton, *ib.* 4604, 4605.

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Calculations purporting to show that if the rate in the district for pig-iron were reduced to a halfpenny per ton per mile, there would be a great revival of trade, and that between Round Oak and Deepfields the great increase of daily traffic would largely benefit the railway company, *Hickman* 5204-5216—Expediency of the maximum rate being fixed at about a halfpenny per ton per mile, with 4 d. per ton for dispatching and discharging, *ib.* 5240-5242.

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Increase of the rate from the Northampton district if the charge were a halfpenny per mile, with 4 *d.* for dispatching and discharging; satisfaction nevertheless with such increase, *Hickman* 5259-5267—Doubt as to the question of an uniform halfpenny rate having been considered by the railway authorities, *ib.* 5332-5338—Fairness of the halfpenny rate for the Northamptonshire ore, *ib.* 5358-5361.

Question considered as to the accuracy of witness' data for the calculation in regard to the cost of running a train of 240 tons between certain stations on the North Western system, *Hickman* 5427-5435.

6. *Want of an Amended Classification :*

Amended classification required; that is, by putting coal, ironstone, and the other materials for iron making into a class by themselves, *Hickman* 4399.

7. *Futility of Applications to the Railway Companies for redress :*

Refusal of redress when a trader complains of the maximum rates as being in excess; this is witness' experience as the largest ironmaster in South Staffordshire, *Hickman* 4403, 4404, 4438-4441.

8. *Combination between the Companies for keeping up the Rates; Comment upon the Action of the Midland Company in this respect :*

View of Mr. Allport that the London and North Western Company's rates in the South Staffordshire iron district were too high; whereas on the Midland Company getting access to the district, he (for that company) was unable to make reduced rates on account of private arrangements with other companies, *Hickman* 4446-4450, 4675-4678.

Comment upon the undertaking given by Mr. Allport, on the part of the Midland Company, before a Committee of the House, that if that company came to Wolverhampton, the South Staffordshire rates would be reduced; increase of the Midland rate on coming into the district, *Hickman* 5224-5234, 5254, 5255.

9. *Relative Rates in Belgium, France, Germany, and other Foreign Countries as compared with England :*

Low rates at which iron ore and ironstone are carried in Belgium, France, and other countries as compared with the rates in South Staffordshire; average in the former case of about $\frac{1}{2}$ *d.* per ton for ironstone and iron ore, *Hickman* 5235-5240, 5414-5418, 5437.

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Much higher rates for iron making materials in England than on the Continent, witness submitting that, in view of the increasing foreign competition, the rates in this country should be carefully considered by the companies, and should be reduced, *Hewlett* 12182.

10. *Imports from Belgium and Germany :*

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Further evidence as to the low rate at which iron from Belgium and Germany is imported to certain places as compared with the rate on iron from South Staffordshire, *Hingley* 5606-5611, 5671-5675.

11. *Explanations by Mr. Jeans, as representing the British Iron Trade Association and the North of England Iron Manufacturers' Association; Complaint as to Anomalous and Differential Rates :*

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Average cost of railway carriage for fuel, for ore, and for flux per ton of pig iron; total cost under each head in 1880, the aggregate paid to the railway companies being 4,406,051 l., *Jeans* 8830-8835—Calculation that the railway charges on the fuel and other materials are from sixteen to nineteen per cent. of the total value of the pig iron manufactured, *ib.* 8836—These charges amount, in the aggregate, to about thirty-two per cent. of the whole amount realised by the railway companies for mineral traffic in 1879, *ib.*

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Numerous instances cited in proof of the differential and anomalous rates charged per ton of pig iron in different iron districts, such as Cleveland, North Staffordshire, South Wales, &c., *Jeans* 8880-8885. 8891. 9000-9004. 9080-9088—Grounds for complaint by iron manufacturers in the North of England as to the much higher charge upon undamageable merchant iron and rails than upon pig iron, *ib.* 8886-8891. 8943—Difficulty in ascertaining whether rates in excess of the maximum are charged; belief that there are such excesses, *ib.* 8892.

Unprofitable results of iron making on the average of the last ten years, though the trade has greatly increased, *Jeans* 9044-9061—High rates for iron ore for short distances, and in certain districts, though for distances over seventy-five miles the rule may be to charge only halfpenny per mile, with threepence for terminals at each end, *ib.* 9062-9071—Calculation showing that in comparison with the average of the rest of England the Cleveland district has a benefit in the rates for fuel, &c. for pig iron, *ib.* 9080-9088.

12. *Differential Rates as against Birmingham:*

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13. *Question of Reduced Rates in South Wales:*

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14. *Complaint as to the Rates in the North of Ireland, and thence to London:*

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15. *Provision of Waggons:*

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16. *Explanations on the part of the Great Western and London and North Western Companies, with reference more especially to the South Staffordshire Rates:*

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19. *Explanations on the part of the North Eastern Company, in reply more especially to certain Evidence of Mr. Jeans:*

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19. *Explanations on the part of the North Eastern Company, &c.*—continued.

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Paper submitted by Mr. Haydon showing the rates for undamageable iron, in lots of two tons and upwards, from Bloomfield Basin, Tipton, Spon-lane, and Smethwick to different ports and towns, and distinguishing between favourable and unfavourable rates, *App.* 218, 219.

Paper submitted by Mr. Findlay relative to alleged different rates in different districts for same distances and same traffic, and the varying and anomalous differences between pig and undamageable manufactured iron, *App.* 278, 279.

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22. *Returns as to the Rates on Foreign Railways:*

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LONDON AND NORTH WESTERN RAILWAY COMPANY:

1. Numerous Undertakings comprised in the London and North Western System.
2. Amalgamation Act of 1846, and other Acts, under which Rates are Charged.
3. System of Carriers over the Line prior to 1846; Transfer of the Carrying Business to the Company in 1847.
4. Practice as to Rates, and their Revision and Reduction.
5. Rates and Terminals for Coal.
6. Promised Correction of Anomalies of Rates and Terminals.
7. Immense Expenditure in Stations, Sidings, &c., for the efficient conduct of the Traffic.
8. Expenditure in respect of Receiving Offices.
9. Former Income from Booking Fees, given up the Company.
10. Arrangement with the Lancashire and Yorkshire Company.
11. Relative Profit on Goods Trains, and on Passenger Trains.
12. Statistics as to Traffic.
13. Statistics as to Rates.

1. Numerous Undertakings comprised in the London and North Western System:

Total of forty-four separate undertakings combined in the London and North Western system, the company being also part proprietors in twenty-three other lines, *Findlay* 14092, 14093.

2. Amalgamation Act of 1846, and other Acts, under which Rates are Charged:

Several Acts under which the company is working, as regards the charges claimed to be made, *Findlay* 14094, 14095, 14136, 14174—Reference to the Amalgamation Act of 1846, as containing the clause under which the rate powers of the company are mainly exercised, *ib.* 14094, 14095—Recognition in Clause 41 of the London and North Western Company's Additional Powers Act of 1879, of the power of the company to charge terminals, *ib.* 14136.

3. System of Carriers over the Line prior to 1846; Transfer of the Carrying Business to the Company in 1847:

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4. Practice as to Rates, and their Revision and Reduction:

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5. Rates and Terminals for Coal:

Explanation in connection with the terminal charge of 3d. per ton for coal, as authorised under Act of Parliament to be charged by witness' company, *Findlay* 14120-14129.

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Further statement as to the services and items included in the terminal charge of 3 d. for coal, and as to the statutory authority for such charge, *Findlay* 14167–14173.

General rule of the company to charge full maximum rates for coal for distances under thirty miles, plus the terminal of 3 d. per ton, *Findlay* 14276—Grounds for the calculation that the cost of conveyance of coal over the company's system is just $\frac{1}{2}$ d. a ton per mile, exclusive of waggons, *ib.* 14366–14375.

6. Promised Correction of Anomalies of Rates and Terminals:

Undertaking, on the part of the company, that careful attention shall be given to the rate books with a view to the correction of anomalies, *Findlay* 14462.

Since his last examination witness has directed his attention to certain inequalities in terminal charges under similar circumstances, and is authorised by his board to state that steps shall be taken for an adjustment of the differences in question, *Findlay* 15386, 15485, 15486.

7. Immense Expenditure in Stations, Sidings, &c., for the efficient Conduct of the Traffic:

Exceedingly large outlay by the London and North Western Company in station accommodation and appliances for goods at London, Manchester, Birmingham, and Liverpool; outlay of 1,913,000 l. under this head at Liverpool alone, *Findlay* 14110, 14111—Cost of 2s. 11 d. per ton for loading and unloading, and for the necessary hydraulic machinery, &c., in London in 1880; amount of such cost at Birmingham, Liverpool, and Manchester, *ib.* 14111–14117—Large increase of terminal cost if the interest on the expenditure in stations, &c., be included, *ib.* 14117.

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8. Expenditure in respect of Receiving Offices:

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9. Former Income from Booking Fees, given up by the Company:

Abandonment by the company of the former booking charge of 2 d. for each article, whereby they gave up to the public from 12,000 l. to 14,000 l. a year, *Findlay* 14134.

10. Arrangement with the Lancashire and Yorkshire Company:

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12. Statistics as to Traffic:

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13. Statistics as to Rates :

Table submitted by Professor Hunter showing the classification and charge for goods of various kinds, *App.* 6.

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cities might be performed by horse and waggon for twenty-five per cent. less than the excessive rates of the four railway companies now acting in combination, 10436 *Spence*—Large saving by means of a horse train-road, as formerly in existence, *ib.*

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Majority of consignments by the Sheffield line to Manchester, in which the consignors or consignees would have no means of collecting or delivering, *Scotter* 14957—Rebate of 1 s. 6 d. a ton allowed to traders who collect and deliver for themselves, *ib.* 14958, 14959.

Low rates charged by the Manchester and Sheffield Company on traffic in and out of Manchester and Sheffield, as compared with the maximum rates, *Scotter* 15024, 15025—Great reduction of charge for grain between Manchester and Lincolnshire stations since 1837, when it was conveyed by canal, without railway competition, *ib.* 15025.

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Statement as to the large increase of coal rates on the Sheffield Railway, and the consequent decrease of traffic, *Pope* 11959. 11988. 12020-12026.

Particulars as to the mileage of railway and canal owned by the company, the traffic receipts in 1880, and the cost of construction per mile, *Scotter* 14937-14941—Power claimed under the Sheffield Consolidation Act of 1849 to charge for terminals, *ib.* 14944, 14945.

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Table submitted by Professor Hunter showing the classification and charge for goods of various kinds, *App.* 7.

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3. *Question of Charges being made in Excess of the Legal Maximum, and of further Restrictions being required on this Score.*
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1. *Complaints as to the Rates charged for Milk by different Railway Companies.*
2. *Explanations on the part of the Great Western, London and North Western, and other Companies.*
3. *Tabular Statements as to the Rates charged.*

1. *Complaints as to the Rates charged for Milk by different Railway Companies:*

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RATE BOOKS, AND PUBLICATION OF RATES:

1. *Objections to the present System as regards the Rate Book at each Station; Expediency of these Books being readily accessible to the Public, and of a Publication of Rates and Charges.*
2. *Explanations on the part of the Companies; Exceptions taken to the proposed Publication of the Rate Books.*
3. *Obligation under the Act of 1873 as to all Rates being entered in the Rate Books.*
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1. *Objections to the present System as regards the Rate Book at each Station; Expediency of these Books being readily accessible to the Public, and of a Publication of Rates and Charges:*

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2. *Explanation on the part of the Manchester, Sheffield, and Lincolnshire Railway Company.*
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1. *Explanations and Complaints relative to the Rates or Tolls of the South Eastern Company, and the Charges between different Stations.*
2. *Information on the part of the Company; Reply to Statements as to Excessive Charges.*

1. *Explanations and Complaints relative to the Rates or Tolls of the South Eastern Company, and the Charges between different Stations:*

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2. *Explanations on the part of the Great Western Railway Company.*
3. *Dock Charges on Ships.*

1. *Representations and Complaints in detail relative to the Railway Rates to and from Swansea for different Kinds of Goods ; numerous Inequalities and Excesses alleged :*

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6. Actual Cost of Terminal Services, the Details of Cost, &c.—continued.

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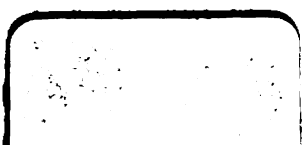
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